

THE GRAIN GROWERS' GUIDE

ORGANIZATION · EDUCATION · CO-OPERATION



WHY THE FARMER IS POOR!

EVERY FARMER WHO HAULS A LOAD OF WHEAT PAST AN IDLE QUARTER SECTION ON HIS WAY TO MARKET IS PAYING TOLL TO THE SPECULATOR WHO HOLDS THAT QUARTER SECTION OUT OF USE. THAT LOAD OF WHEAT, BECAUSE OF THE VACANT LAND, HAS A LOWER PURCHASING POWER BY SEVERAL CENTS PER BUSHEL, AND THIS LOSS TO THE FARMER IS GAIN TO THE LAND SPECULATOR. THE SPECULATOR IS DOING JUST WHAT THE BARONS OF OLD DID, BUT HE IS DOING IT UNDER THE SHADOW OF THE LAW AND IS THEREFORE RESPECTABLE. THIS EVIL COULD BE LARGELY REMOVED BY THE PROVINCIAL LEGISLATURES. WHY DO THEY NOT ACT? ARE THE PEOPLE SATISFIED TO PAY TOLL TO SPECULATORS?

OCTOBER 30, 1912

WINNIPEG

CANADA

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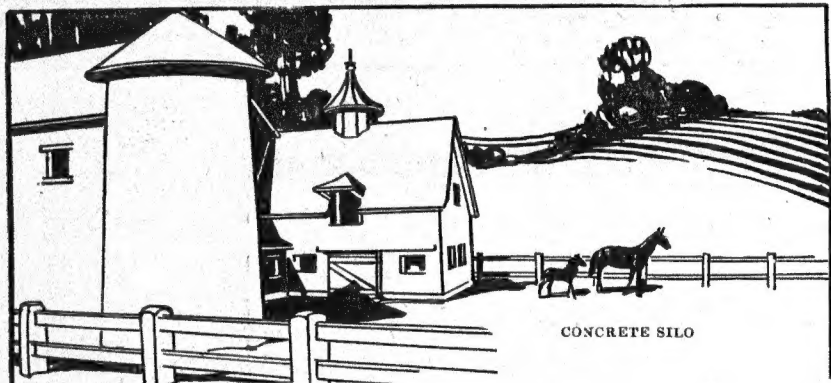
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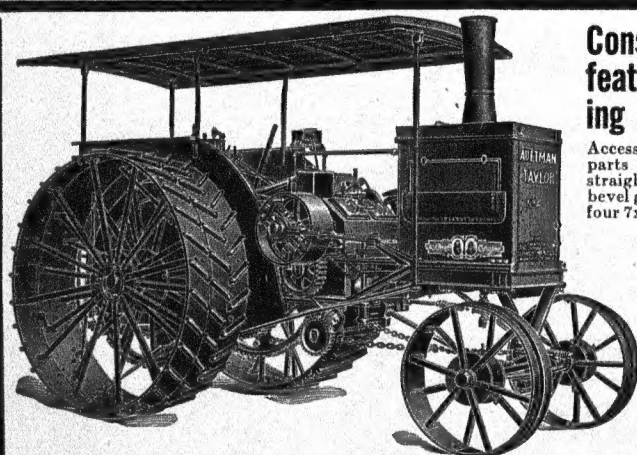
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We publish no free "boosters," and all advertising matter is plainly marked as such.

Rates for classified advertisements may be seen on the classified page. Display rates may be had on application.

Change of advertising copy and new matter must reach us seven days in advance of publication to ensure insertion.

GERMAN PERIL WANING

London, October 23.—With the opening of the Balkan war have disappeared many of the tremors that proceeded it. The general European outlook is now regarded almost optimistically. While the great political powers of Europe have been unable to prevent hostilities, the great financial powers of the world have succeeded in removing most of the fears with which the outbreak was associated. The prevailing view is that the war will be localized, and while opinion is fairly divided as to the probable victors, there is an almost unanimous belief that the result of the contest will be much the same, which ever party is successful.

Anglo-German Relations Better

It is a noteworthy fact that the more confident spirit which has grown up this week in regard to international relations, as affected by the Balkan war, has extended to Anglo-German relations. Prince Lichnowski, the newly appointed German ambassador to Great Britain, has been giving English correspondents in Berlin a series of interviews, which are indicative of a strong belief that Anglo-German relations are entering upon a period of improvement.

From another quarter it is understood that considerable progress has been made toward an Anglo-German understanding over the Baghdad railway, in which question England's opposition has always been regarded in Berlin as one of the most significant evidences of the British determination not to let Germany obtain that place in the sun which she desires.

English Opinion More Friendly

In England, too, there has been of late a marked amelioration of sentiment toward the Teuton. This is evidenced by the reception given to a letter published this week by Sir John Brunner, which is in effect an appeal to the government to follow up the entente with France by a similar entente with Germany, and take certain practical measures for removing the friction between the two countries, which has endangered the peace and progress of Europe for the last few years. It is thought certain that Sir John's proposition will be endorsed by the National Liberal Federation, and Premier Asquith and his colleagues are not likely to ignore such a manifestation of opinion.

Indeed, as the economist points out: "The desire for an Anglo-German entente has been strengthening steadily ever since the Morocco crisis last autumn. Business opinion is practically unanimous on the subject, and Sir Squire Smith, one of the foremost authorities on the woolen and worsted trades has been pointing out what the vast extent of British-German commerce is."

"An Anglo-German conflict between two great customers, who have nothing to quarrel about except Dreadnoughts, is unthinkable and would be impossible but for the existence of a few firebrands on either side of the North Sea."

ROOSEVELT WALKING ABOUT

Oyster Bay, N.Y., Oct. 24.—From morning till night Col. Roosevelt was up and fully dressed today, walking unassisted about the house. It was the first time since he was shot that he had been out of bed long at a time, but he felt so much better after his two days' rest at home that he refused to stay upstairs in his room another day. He put on his khaki riding suit and surprised his family by appearing in the living room saying that he was going to have lunch with the others. He was so much better that the physicians who have been coming from New York to care for his wound thought it unnecessary to make the trip today.

The Grain Growers' Guide

G. F. CHIPMAN, Editor.

Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, the Saskatchewan Grain Growers' Association, and the United Farmers of Alberta.

The Guide is designed to give uncolored news from the world of thought and action and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the widest possible increase and diffusion of material prosperity, intellectual development, right living, health and happiness.

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October 30th, 1912

Number 18

What War Means

"Bullet wounds, bayonet wounds, sabre wounds, shell wounds; men writhing all night on the ground with their bowels protruding; others with half their face shot off; others dismembered but alive; some stretched on red-hot decks, their mutilated stumps frizzling; some staining the sea as they drown; some dropping in fragments from the sky; dysentery, enteric, typhoid, cholera, plague; farms burnt, harvests destroyed, factories stopped, mills closed; grain, flour, cotton, wool, all that men need for life, sunk at sea, or wasting useless at the ports; credit ruined, employers bankrupt, workmen starving; riot and arson; crowds bludgeoned by the police or cut down by the troops; debt piled up, progress arrested, a few speculators enriched and the rest of the world impoverished; none of the professed objects of the war accomplished, and no one knowing or caring what they were; a legacy of hatred and lust for revenge, promising in a few years a renewal of the struggle; funerals in Westminster Abbey for those who were responsible for producing this result, and ignominy, contempt or martyrdom for all who oppose it."

News from Ottawa

Interesting Case of the Foss Lumber Co., Winnipeg, vs. British Columbia Lumbermen Heard Before Supreme Court—Feared that Decision Regarding the Import Duty Will Hit the Farmer and Consumer.

(By The Guide Special Correspondent.)

Ottawa, Oct. 25.—The Supreme Court of Canada last week heard the argument in the celebrated case of the Foss Lumber company, of Winnipeg, vs. the British Columbia Lumbermen and Shingle Manufacturers, and which involves the highly important question of whether or not a duty of twenty-five per cent. is to be collected on large importations of lumber planed on one side and manufactured and reduced to regular dimensions on three sides with a saw. It will be recalled that early in the summer the matter was referred to the Supreme Court by the government, the customs department being unable to arrive at a decision as to the interpretation of clause 504 of the statute under which it is claimed similar lumber has been admitted into Canada ever since rough lumber was made duty free. In connection with this case it must be confessed that the Government occupies a peculiar position. While statements have been made to the public press that it is the desire of the Government to get an interpretation under which the lumber would continue to enter Canada duty free, there is nothing on the records of the court to indicate its desire or policy in regard to the matter. At the hearing before Judge Cassels, of the Exchequer Court, who decided that the duty should be collected, Mr. Travers Lewis, counsel for the Crown, in company with the lawyers for the British Columbia lumbermen, argued that this class of lumber should not be taxed. He helped to build up the case which resulted in that view being taken by the court. The case was a reference from the government at which pays the counsel for the Foss Lumber company, and for that reason it can be reasonably maintained that it was in the interests of all parties that both sides were ar-

gued. As a matter of fact, in the hearing before the Supreme Court the counsel appointed specifically to represent the Crown practically retired from the case, leaving the fight between W. D. Hogg, K.C., representing the Foss Lumber company, and Eugene Lafleur, K.C., the able lawyer representing the B. C. lumbermen, to fight the matter out. The absence, however, of any opinion of the customs board or the minister as to the Supreme Court seemed to be a bit puzzled about it. The contentions advanced were practically the same as heard by the Exchequer early in the summer. On behalf of the farmers and the consumers generally it was urged that the lumber on which duty was collected in order to make a test case was rough lumber such as has been entering the Dominion duty free for many years. On the other hand it was asserted that the lumber had gone through more than one process of manufacture, and for that reason should be subject to a duty of twenty-five per cent. So far as one could judge from the questions put by the bench, the majority of the judges seemed inclined to the view that the lumber in question should be given free entry. What the opinion will be when they have looked up all the references submitted to them and studied the evidence given in the court below no one would care to predict. That a decision will be made shortly is probably the most satisfactory thing in connection with the case, because if it hit the consumer there will be time to make demands for the withdrawal of the duties thereby imposed before Hon. W. T. White delivers his annual budget, which will contain any tariff changes which are to be made at this session of Parliament.

The Guide is the only paper in Canada that is absolutely owned and controlled by the organized farmers. It is entirely independent, and not one dollar of political, capitalistic or Special Interest money is invested in it. All opinions expressed in The Guide are with the aim to make Canada a better country and to bring forward the day when "Equal Rights to All and Special Privileges to None" shall prevail.

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Send money by express, post office or bank money order. We cannot accept responsibility for money sent loosely in a letter.

HON. F. D. MONK RESIGNS FROM BORDEN CABINET

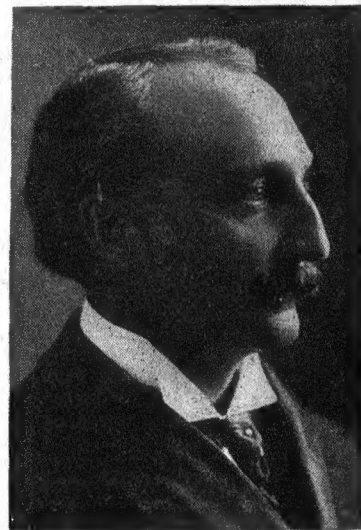
Ottawa, Oct. 22.—After one year and twelve days as a member of the Borden cabinet, Hon. F. D. Monk, formally relinquished his portfolio of Minister of Public Works at noon today; bade good-bye to his associates in the department and retired to the more obscure position of representative in the Dominion House for the constituency of Jacques Cartier.

The passing of Mr. Monk was characterized by an entire lack of demonstration. He handed over the reins of office to Hon. George E. Pedley, Minister, without portfolio, who, in an acting capacity will assume the duties of the department until a permanent successor to Mr. Monk has been appointed.

People Should be Consulted

"I will be back for the session," said Mr. Monk before leaving this afternoon, "and," he added with a smile, "I think we will have an interesting time."

In an interview granted by Mr. Monk



Hon. F. D. MONK
The Minister who Resigned from the Cabinet on a matter of principle

his attention was called to the conviction attributed to him in a semi-official ministerial statement to the effect that "the situation so far as Great Britain was concerned was grave and even critical."

"I don't think that correctly expresses my views," said he, "while I think assistance from Canada would be gladly welcomed by Britain, yet I do not believe that the need is so urgent that the government would not be justified in waiting long enough at least to consult the people before embarking upon any policy of the nature contemplated."

"I expect to spend three weeks in the south where 'the wicked cease from troubling and the weary are at rest,'" he concluded. "But I'll be back again for the session, and I expect we shall have an interesting time."

LLOYD GEORGE HISSED IN HOUSE OF COMMONS

London, Oct. 20.—"Terrible as the fascination of the war in the Balkans is, we in England during the week have been absorbed with our own tremendous conflict," writes T. P. O'Connor, Nationalist M.P.

"This conflict received additional impetus and enormously increased bitterness owing to the violent scene between Chancellor Lloyd George and the Tory landlords in the House of Commons on Tuesday night."

"Challenged as to the private com-

mittee which was appointed and financed by Lloyd George and the other advanced land reformers to inquire into land conditions in England, Lloyd George refused peremptorily to promise that the names of witnesses should be revealed to the landlords. The obvious reason for this refusal is that the inquiry deals largely with the wholesale intimidation exercised by the landlords over all the rural landholders, and that unless the witnesses to this tyranny are protected from the landlords every one would refuse information lest as a marked man he could be ruined by the landlords' party.

Uproar Without Parallel

"When the Tories discovered that Lloyd George would not thus play into their hands they burst into a tornado of hissing, yelled continuously for minutes at a time, threw ferocious insults at Lloyd George, drowned his voice every time he attempted to speak, and when he had defied and beaten them after a quarter of an hour's fierce struggle, took their revenge by hissing and hooting him as he left the chamber, an unprecedented form of outburst in the annals of the House of Commons."

SHOE MANUFACTURE ILLEGALLY RESTRICTED

Ottawa, Oct. 22.—Hon. T. W. Crothers today made public the detailed report of the board of investigation which inquired into the charge that operations of the United Shoe company in Canada constitute an illegal combination in restraint of the trade.

Perhaps the most salient and outstanding feature of the report is to be found in the declaration of the majority of the members of the board, Judge Laurendeau and J. C. Walsh, that "the United Shoe Machinery company, of Canada, is a combine and by the operation of the clauses of the leases, quoted in the foregoing which restrict the use of the leased machines in the way therein set forth, competition in the manufacture, production, purchase, sale and supply of shoe machinery in Canada has been and is duly restricted and prevented."

The majority report gives an exhaustive but clear cut survey of the workings in Canada of the United Shoe Machinery company and its effect upon competition in that line of trade. It shows that in 1899 there were several sources from which the manufacturer of boots and shoes could obtain his machinery, there being various American concerns and one Canadian concern. Since that time all the American companies have either been absorbed by the United Shoe Machinery company in the United States or "in any event it appears that the United Machinery company, of Canada today controls the supply in Canada of all the machinery which was previously owned by these various companies."

A New Way to Make a Will

It will Save Many a Dollar

Many people hesitate to make a will because they think of expensive lawyer's fees. Everyone should make a will, but many think that they have not enough to leave. All such classes of people should now find no objection to performing this, one of the most sacred duties of life, because it is now possible to make an absolutely legal will, in the privacy of your own home by yourself alone, for the ridiculously small sum of 35c. Copyrighted at Ottawa, we find the Bax Legal Will Form—a form tested by some of the best legal talent in Canada and found to be unbreakable—so simple that it can be made by any person without legal assistance and yet be a perfect will.

Anyone may obtain this form by sending 35c to the Bax Will Form Co., Room 154, 280 College street, Toronto. With this will form is sent full directions, and sample will, so that anybody will have no difficulty whatever in executing the document properly.

You should make a will, and you should do it now. A week from now you may keenly regret not having acted when you read this article. Send for your will form now. For sale by all druggists and stationers, or may be obtained from the T. Eaton Co., Winnipeg.

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

Cheap Labor

By Stoughton Cooley, in The Public

The capitalist protests, with great show of disinterestedness, that a protective tariff is needed solely for the benefit of labor. Capital can take care of itself; but labor, beset by cheap labor abroad, must be hedged about, guarded and protected, lest it perish. And though the protection asked for goes primarily to the capitalist, in the shape of increased prices for what he has to sell, he assures us it is merely accidental. He does not need it; indeed, he would scorn to keep it. He passes it on to his employees, in order that they may not have to descend to the level of the Chinese, the Hindu or the Egyptian.

The solicitude of the capitalist for the welfare of labor is beautiful. It warms one's heart and tends to revive one's faith in the innate goodness of man. Yet there are those who question its sincerity. Or if it be sincere, they question the wisdom of his judgment. They say the so called cheap labor abroad is a myth, a bugaboo used to frighten ill-informed congressmen into voting liberal largesses to capital under cover of aiding labor. They say American labor is the cheapest in the world; and that the enhanced prices of home manufacturers go to swell the great fortunes of the employers, rather than into the pay envelopes of the employees.

Is there no way of determining the truth of this matter? Must we go on for ever fighting campaign after campaign, and never reach a decision? Administrations rise and fall, statesmen come and go, and parties wax and wane, while learned men dispute. Commissions are appointed, statistics are compiled, and reports issued, but still the discussion goes on.

Selfishness the Argument

The whole question would long ago have been settled but for the prejudice of self interest. If there were sufficient pecuniary interests involved it would be possible to hire able men to prove that Lake Huron is higher than Lake Superior. But if one, no matter how illiterate he may be, will take his stand at Sault Ste. Marie he will quickly determine for himself which lake is the higher.

The same simple test will dispose of the cheap labor question. Just as one can tell where wages are highest by watching the flow of labor so one can tell where labor is cheapest by observing the flow of capital.

Patriotism and sentiment have little to do with investments. Capital seeks always the highest return; and since labor is the highest single item in the cost of manufacture, it will go to the place where, other things being equal, labor is cheapest. Toward what countries, then, is manufacturing capital flowing?

England and the Orient

England has no protective tariff. The Englishman seeking a place to engage in the manufacture of cotton cloth may set up his mill in Lancashire, in Cairo, or in Calcutta. The cost of transporting coal to Egypt or India would be little if any greater than carrying the cotton to England, and the cloth back to those countries. But in the item of wages the pay of the Lancashire operatives, small as it is, is many times that of the Egyptian fellah and Indian ryot. Hence, if low wages are synonymous with cheap labor, should we not expect the mill to be erected in Cairo or Calcutta. Is not the fact that the English capitalist, seeking the largest possible return on his investment, and free to manufacture cloth in England, Egypt or India, yet choosing the former, proof that high wages mean cheap labor?

Wages and Efficiency

To one who will reflect, the reason is apparent. The low-waged peoples do not lend themselves readily to factory methods, and never become efficient enough with modern machinery to make their output for a given sum equal to that of a higher waged labor. And if by any ingenuity or advice it could be made as efficient, wages would quickly rise.

Japan offers an illustration in point. That remarkable nationality seems to offer an ideal location for factories. It combined high efficiency with low wages. But what was the result? No sooner was this efficient low-price labor discovered than there occurred such competition of capitalists to get it that there was a sharp advance in Japanese wages; until now

the labor of that country is no cheaper than that of any other country.

This must inevitably be so. As the aggressive, industrious, ambitious man moves to the country of the highest wages, so does the wide-awake capitalist put his plant in the country of cheapest labor. And just as the movement of population tends to equalize wages, so does the movement of capital tend to equalize interest. Tables of wages in different countries convey no more idea of the cost of labor than the color of cloth indicates that wearing quality of a garment.

Farmers' Wages

Consider the greatest American industry, farming. For a century past the American farmer has been exporting wheat and cotton to be sold in competition with wheat and cotton raised by the lowest waged people in the world; but the fact that his products sold in England and in free competition with those of India and Egypt did not prevent him from having higher wages, and enjoying a vastly better scale of living than the Indian ryot and the Egyptian fellah.

That the same thing is true of manufacturing industries has been proven again and again. Wm. M. Evarts, as secretary of state, issued a report in 1879, based on the findings of the American Consul in Europe, in which he said: "The average American workman performs from once and a half to twice as much work as the average European workman." James G. Blaine, another good protectionist, made a report in 1881 on the cost of manufacturing cotton cloth in Massachusetts and

in Lancashire, in which it appears that although American operatives received nearly double the amount of wages paid the English operatives, they were so much more efficient that the labor cost per yard of cloth was less. Mr. Blaine's comment was: "Undoubtedly the inequities in the wages of English and American operatives are more than equalized by the greater efficiency of the latter and their longer hours of labor."

Protection Hypocrisy

That protectionists themselves do not believe that high wages mean dear labor is evident from their efforts to send manufactured goods into foreign markets. If they cannot compete with foreign goods in the home market, how can they sell goods abroad? And if the price of labor indicates its cost, and American wages are highest in the world, how can American manufacturers compete with those of any other country through the open door of China?

Query: Is the protective tariff a joke or a crime?

POLICE OFFICIAL GUILTY OF MURDER

New York, Oct. 24.—Police Lieut. Charles Becker was found guilty tonight of murder in the first degree by the jury which had been trying him for instigating the death of Herman Rosenthal, the gambler. The verdict was "Murder in the first degree," and was pronounced exactly at midnight. Becker was remanded for sentence to the Tombs by Mr. Justice Goff until October 30.

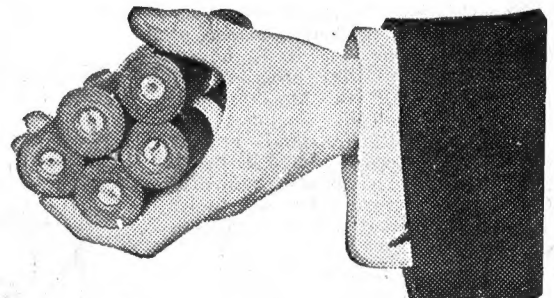
Becker did not flinch when he heard the verdict pronounced by Harold B. Skinner, foreman of the jury. Mrs. Becker, sitting outside the door of the court room, fell in a swoon when the verdict was announced.

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The Grain Growers' Guide

Winnipeg, Wednesday, October 30th, 1912

NO DEFENCE BUT DOLLARS

Seven weeks ago we published our reply and challenge to the Toronto News. But the organ of protection and plutocracy has not responded. If The News has no defence for the protected interests it is a pretty good sign that there is no defence. They evidently rely upon their dollars.

WATCH CAR ORDER BOOK

Now that the annual car shortage season is upon us, it is necessary that the grain growers should watch the Car Order Book very closely. The Grain Commission has appointed travelling inspectors to see that the Grain Act is lived up to. But the grain growers themselves must also be on the alert. The farmers should not take unfair advantage of the Car Order Book and should see that no one else does. We have a report that merchants are helping out certain farmers by ordering cars for them. This should not be allowed. No one can put their name on the Car Order Book who is not at the time the owner of a carlot of grain. And no applicant is permitted to have his name on the Car Order Book twice at one time. Any person who discovers that the Car Order Book regulations are not being adhered to can take action at once before the local magistrate, and if a conviction follows the man who lays the information gets half the fine. If the farmers are on the alert they can prevent any abuse of the Car Order Book.

PROTECTION IN GERMANY

Fervid, not to say frantic, appeals are being directed to the people of Canada and especially to the Western farmers to support Protection and thereby build up Canada. If only we are good and do not remove a stone of the sacred tariff wall or rather if we allow the patriotic manufacturers to build up a wall as high as their wisdom deems necessary, why Canada will become a "well rounded nation," and perhaps by 2000 A.D. we may have a home market capable of consuming our natural products. It seems a rather long time to wait for results, but if any doubt existed that the road to national greatness and happiness lay between sky-high tariff barricades the future gain might offset the present loss. But is Protection the way to make the nation great and the people prosperous? In Germany we have an object lesson of Protection carried out to its logical conclusion. Recent dispatches from Berlin tell of a meat famine, food riots and violent fighting between the poorer consumers in Silesia and the producers. Peasant women were as fierce as the men in venting their wrath on the heads of the retailers, and the police had to drive the enraged throng out of the market places at the point of their sabres. Now, what was all this tumult about? It is because the protective tariff has inflated the already high price of meat and other produce. Germany has a tariff which would make the hearts of the Canadian Manufacturers' association dance with joy. The German manufacturers, like our own, have persuaded their government that nothing should be allowed into the country—except what they themselves want in manufacturing—unless it is "made-in-Germany." In 1879 Free Trade in Germany was overthrown by a coalition of manufacturers and land owners. The manufacturers wanted heavy import duties on everything produced abroad, and if they could get this tariff concession from the government they promised to help the landown-

ers in getting import duties imposed on foreign grain. To this the landowners agreed, and since that time Germany has had the stiffest kind of protection. Without doubt a great many manufactures have been built up. But in doing this they have almost crushed out of existence the independent middle class farmer, so that now much of the agricultural land is in the possession of business-like landowners who work their vast estates by paid help just as the manufacturers do with their factory hands. The small farmers still left are in a wretched plight, the high price of their produce not nearly compensating them for their heavy burdens in being unable to get cheap imported fodder for their cattle, and in the tariff taxes they must pay on all they buy. The cattle industry in Germany is a considerable one, but there is such a keen "home market" that German cattle cannot begin to supply the demands of the nation. But the bringing in of cattle from foreign countries to supply the people with meat is looked upon as a bad thing for home industry, so that heavy duties are levied to discourage this procedure. Yet in spite of a high tariff Germany exported in 1908 animals and animal products to the value of £9,616,000, while they imported to the value of £63,283,000. The import duty on meat is \$1.62 per 100 lbs., flour per barrel is \$2.17, wheat is taxed 22.7c per bushel from countries having special commercial treaties, while from the other countries it is 36c. The import duty on oats is 17¾ cents per bushel, on barley 20⅝ cents and on rye 30⅝ cents. The butter coming into Germany must pay \$1.80 per 100 pounds and so on. Is it any wonder that the people have been driven to horse flesh as one of their staple foods? For the first six months of the present year Berlin alone consumed six thousand five hundred and fifty-six horses. Berlin owners are forced to keep a sharp lookout on their pet cats, for a great many of these are being killed this year for food. This is what Protection under most favorable conditions has done after thirty-three years for Germany. The Germans are leading the world in the new science of efficiency, in technical education for every young man and in alert business-getting in foreign countries. Yet all the fancied gains of Protection do not make up for the crushing out of the farmer. While the fertility and comparative cheapness of Western farm lands may disguise and make the burden of our protective tariff bearable for a while, the result is bound to be the same. Western farmers do not propose to become another object lesson of the oppression worked by a tariff framed to rob the many for the sake of the few. Do Canadians want the brand of protection that is "made-in-Germany?"

WOULD RECIPROCITY HELP

On the front page of the Winnipeg Telegram on the afternoon of October 19, appears the following dispatch:—

"Calgary, Alta., Oct. 19.—Eighty thousand dollars for 800 head of Alberta beef steers is the price which George Lane, who has just returned from Chicago, received for topping the market. Mr. Lane will make several large shipments of cattle to Chicago this fall and estimates that the total amount of duty he will pay the United States government will be \$50,000."

Yet the Telegram says the farmers would gain nothing by reciprocity. That \$50,000 that goes into Uncle Sam's treasury would go into the pockets of Canadian farmers if reciprocity were in effect.

TREASON AND REASON

The war just declared against Turkey has drawn from a prominent Toronto banker anxious forebodings as to the safety of Canadian bank credits placed in both Turkey and Greece. Our bankers are paragons of loyalty, yet they are prepared to finance Turks on better terms than they will help the Canadian farmers, the ultimate source of the bulk of their revenues. Similarly the rampant Toronto Imperialists prefer to develop Mexico, Brazil, Porto Rico and Trinidad rather than extend reasonably cheap credit to the grain growers of the West. The Canadian Pacific Board of Directors are simon-pure patriots, yet they hand out a juicy \$60,000,000 "melon" to Dutch, French, German, American and other foreign shareholders, said \$60,000,000 "melon" having been grown on the Western prairies, watered with the sweat and blood of the farmer and individual shipper through long years of extortionate freight rates. The Canadian Cannery combine want the government to admit American tomatoes duty free (to canners only) to enable them to can and sell them as Canadian goods. During the last four months the imports from the United States amounted to nearly \$142,000,000 or about two-thirds of the total imports, a large proportion of these goods being brought in as raw materials for our manufacturers. The Canadian manufacturers frankly admit that they place hundreds of millions of dollars insurance with American companies simply because it is cheaper than with Canadian or British companies. All these are the patriotic acts of true-blue loyalists—of loyalists who have reached the lofty plane where they do not allow their loyalty to interfere with their business. But if the farmer wants to sell his grain in the United States, that is treason, and the combined forces of provincial and Dominion governments feel called upon to work tooth and nail, to turn courts of justice into courts of injustice, in order to stamp out this "treasonable talk." What we want for a change is to hear less treason and more reason.

WILL OUR REPRESENTATIVES FIGHT?

One of the important matters to be settled by the representatives of the people when Parliament meets is whether the C.P.R. is going to run Canada or Canada control the C.P.R. The C.P.R. by their latest issue of stock in defiance of the statutes of Canada have become too arrogant for the public good. They have also made a defence against any reduction of freight rates. The largest portion of the \$45,000,000 or \$60,000,000 (according to market price) melon cut by the C.P.R. a few days ago came out of the pockets of the Western people. Is this extortion to continue? Will our Western members permit it? The power of the railway magnates must be broken. The ultimate solution will be found to be that of Australia, New Zealand and South Africa—public ownership. But someone says there will be too much graft. The answer is that all the graft that could possibly be made through public ownership would not be a fraction of the extortion practiced by the railways. And further, the day is not far distant when graft will be eliminated from public administration. It will be far better to have publicly owned railways than a railway owned public—and owned by foreign millionaires at that.

It must be fine to be as patriotic as the Canadian Manufacturers' association, especially when it costs nothing.

FARMERS, ARE YOU GETTING VALUE ?

There is more grain to be marketed this year in the Prairie Provinces than ever before in the history of Canada. It is the revenue secured from this grain that supports the larger portion of the population of the three provinces, either directly or indirectly. In the disposal of their grain the grain growers should keep an eye out to see that they are getting the very best possible returns. The grain buyer that pays an extra \$10 or \$15 per car, is not always the one who gives the farmer the best returns. Many such buyers are using the profits they make out of the farmers to prevent any improvements in market conditions. If all the farmers' grain went into the hands of such buyers, it would mean that in the course of a couple of years the farmers would be taking on an average two or three cents per bushel less for their grain than they are today. Thus, for the present, if these buyers are paying a cent above the market price to the farmers they are planning to get it back with heavy interest in the future. There is another class of grain dealers who are not interested particularly in market conditions. They handle the farmers' grain on a commission of one cent per bushel, and it matters not to them whether the price is high or low, because their commission is just the same. It must be apparent to every thinking farmer that neither of these classes will assist towards conditions where the farmer will get the complete value of his grain, less only transportation charges to the ultimate market. The only way that such conditions can be secured is by the farmers co-operating with each other for the marketing of their own grain. They have been doing so for several years past to a considerable extent through their own company, the Grain Growers' Grain company. This company is the child of the Grain Growers' associations of the three Prairie Provinces, and has already grown to be the largest grain company in Canada. There are now more than 13,000 farmers who are shareholders in this company. The profits made by the farmers' company have been large and have been used for educational work and to assist in the struggle for better conditions generally. The Grain Growers' Grain company is now operating all the government elevators in Manitoba and two of the big C.P.R. terminal elevators at Fort William. In Saskatchewan, through the Saskatchewan Co-operative Elevator company, the farmers are rapidly developing their own interior elevator system. There is no way by which the grain trade of this country can be conducted to give the farmer the full value of his grain, except by the farmers doing their own business through their own companies. Conditions will not be right until the farmers handle their own grain through their own companies from the time it is threshed until it reaches the ultimate market. And when the farmers have solved the grain question the natural step is towards the flour milling business, where today very large profits are being made.

CONTRIBUTIONS ALONE ARE FUTILE

There seems little doubt but that the government will recommend Parliament to vote \$20,000,000 or \$30,000,000 in cash or warships as a donation to Great Britain. Every man in Canada will gladly aid Great Britain when there is any real need for it. But this is a business proposition and the people who pay the bill are obligated to themselves to consider the matter from every phase. Firstly, Britain is not in danger, as has been clearly demonstrated by Premier Asquith, Winston Churchill and Lloyd George, and if any living mortal knows the facts they do. Then again, Canada's contribution cannot be effective in less than two years, as it will require that time to construct the battleships. Britain is not short of money. If the Ger-

man "peril" is what the naval advocates paint it, there will be war before that time. But even if Canada and the other overseas Dominions contribute to the British navy will that give any real aid towards universal peace? This is a most important question. The fact that Britain receives aid from the other Dominions is not going to prevent Germany from building steadily, and unless Britain provokes war (which is unthinkable) the situation will remain unchanged and the crushing burden of war expenditures will continue. To those of us living far away from the armed camp of European nations, it seems very strange that Britain and Germany cannot come to an understanding on the naval question. Germany, with a population of 65,000,000, and rapidly increasing, with a large and growing commerce, with the world's greatest military organization, will be very reluctant to submit to any terms that will admit the superiority of Britain with a stationary population of 45,000,000. The crying need of civilization is that these two great leaders in intellect, commerce, science and art get together and bring this killing burden of armament to an end. Canada could not be better employed than by bringing about such an understanding. The understanding must come or there will be war. Nothing is more certain. These two great powers, armed to the teeth, cannot many years remain facing each other without open hostility. The Anglo-Saxon race has led the world in the path of civilization and democracy, and demonstrated its ability to fight on land or sea when necessary, has colonized in the only manner that makes for permanence and has established the only widespread empire that has endured. With this record to its credit, the same progressive race owes it to civilization to be "first in peace." Canada can aid in this great cause. When all honest efforts towards a peaceful understanding have failed, then, and only then, can a war, which will be the greatest crime of civilization, be justified even in the eyes of the Anglo-Saxon people. Why cannot Canada assist in bringing Britain and Germany to an agreement to arbitrate their differences? It must come to that in the end. If Canada would appropriate \$1,000,000 annually to the propaganda of international peace it would accomplish more than \$30,000,000 devoted to war or preparation for war.

Hon. F. D. Monk, Minister of Public Works in the Ottawa Government, has resigned because Mr. Borden will not fulfil his pledge of taking a referendum on the naval question. When a cabinet minister resigns because he cannot conscientiously follow the government there is hope for democracy in Canada. If Mr. Monk does not take some other equally good position in the gift of the government, he will stand as one of the biggest figures in Canadian public life. In the past, cabinet ministers have allowed their salaries and honors to soothe their conscience into forgetfulness. Mr. Monk regards principle as something above the spoils and honors of office.

The merger of the Bank of Nova Scotia and the Bank of New Brunswick, which was announced last week, brings the total number of chartered banks in Canada down to twenty-five. In 1886 there were 41, and nearly a dozen mergers have taken place within the past five years. The Bank of New Brunswick has no branches in the West, but in Eastern Canada there are nine towns in which both banks now have branches. One of the branches will be closed in each case and competition to that extent will be curtailed. We are getting nearer every day to having a money trust in Canada, which will be intolerable.

The Toronto News announces that Mr. Borden's pledge to refer the naval question

to the people did not apply to the emergency policy but only to the "permanent policy," and that this referendum will take the form of a general election in the course of the future. Mr. Borden must know that this is not the understanding of the people. He must also know that it is not possible to get the opinion of the people on any subject by means of a general election. The people expect a bona fide referendum which is the only means of ascertaining public opinion accurately.

Much is being made of the fact that the J. I. Case company have repudiated the statement of their sales manager and now state that there has been no increase in the duty on threshing machinery. We published the first letter in good faith, and when it was contradicted we published the correction. How many of those journals that now attack The Guide ever publish corrections of their own malicious misstatements? Not many. The Guide stands ready at any time to correct any error published in its pages.

Don't forget The Guide Referendum on eight very important questions. The ballot will be published in our issue of December 11. Some of our readers have mistaken the announcement for the ballot. But there will be only one ballot and that will be published in six weeks. The questions will be published frequently. Be ready to mark your ballot. The result will be important.

It is announced that the C.P.R. will pay 13 per cent. dividends next year. This announcement is for the purpose of boosting the market price of the stock so that the latest "melon" will be a good one. Why not make the dividend 20 per cent.? The C.P.R. have the people by the throat now and might as well take all they can get.

Rudyard Kipling is out on the stump in support of Sir Max Aitken. Mr. Kipling writes forcible poetry and fiction, but Max can give him points on the cement business. Mr. Kipling is one of those extreme conscientious Imperialists who do not consider carefully the welfare of the common people in their dreams of Imperialism. His company will not enhance his reputation for high-minded Imperialism.

If the protective tariff is really a benefit to the Western farmers then they should know it. Some Western farmers claim to favor protection. We will pay \$10 to the first grain grower in the Prairie Provinces who will send us a letter giving facts and figures to prove that the protective tariff has increased his net income as a farmer in the past ten years.

Government inspection of banks and the publication of the reports of the inspectors is necessary for the protection of both shareholders and depositors, and provision for this should be made in the new Bank Act. Some of the bankers object to government inspection. Can it be that there is something about their affairs that they wish to hide?

The cut in the duty on cement, made by the government several months ago, expired on October 31. The duty now goes back to the original figure of 52 cents per barrel. The cement combine will be glad, and the price of cement will at once jump to the full limit of the protection.

The land speculator who makes money by increased values which he does not help to create, is a parasite sucking the blood of the farmer and city worker. He should be taxed until his operations are no longer profitable.

Reciprocal Demurrage in the U.S.

Fourteen States have enacted laws to make the Railways ship freight promptly or pay the shipper in proportion to the delays.

The Canadian Board of Railway Commissioners has been granted power to deal with Demurrage.

Is it not time they used this power?

Now that Western Canada is in the throes of a grain congestion which, even the railway magnates admit, will probably be the worst ever experienced, it may be well to point out the vast difference in the relation the American and the Canadian farmers stand with regard to railways which fail to transport their grain. In no fewer than fourteen of the American States reciprocal demurrage laws are already in operation, namely, in Arkansas, California, Florida, Georgia, Indiana, Kansas, Missouri, Nebraska, North Dakota, South Dakota, South Carolina, Texas, Virginia and Washington. In many other States, moreover, the agitation is going on for similar laws. Minnesota even passed a fairly sweeping act of the kind in 1907, but the obstruction of the railway companies has prevented its enforcement up to the present, until the Supreme Court decides whether the law is constitutional.

This points to one radical difference between the regulation of railways in Canada and in the United States. The federal government at Washington must be careful not to invade the rights and powers of the individual states which are extremely jealous of their own jurisdiction. Each state has power to regulate the operation of railways within its own bounds, but state laws have no force beyond the limits of any particular state. As most of the railways traverse more than one state, this gives them the opportunity to fight any regulations of the local legislature on the ground of its unconstitutionality. The Interstate Commerce Commission was created in 1887 to relieve Congress from the details and complexities of railway regulation. Many amendments have since been made and now this body of seven men appointed for seven years has power to fix maximum rates, to prevent unjust discrimination, to determine what damages shall be paid to injured shippers and in general to secure just and reasonable transportation charges. There is constant friction, however, between the Interstate Commerce Commission and the various State Legislatures.

In Canada no such problem exists. There is no conflict of provincial and Dominion authority in the matter of railway control. The Dominion Parliament is conceded to have full power to regulate the railways, and since the Canada Railway Act of 1903, when its power over the railways was delegated to the Board of Railway Commissioners, no carrying corporation lays any claim to be beyond its jurisdiction. While the Board has never enforced reciprocal demurrage from the railways, the following amendment passed in 1908 would seem to clothe it with ample powers to enforce such penalties, should it see fit.

The provision is as follows:—

Section 10. "Section 284 of the said act is amended by adding at the end thereof the following subsection:— "The Board may make regulations, applying generally or to any particular railway or any portion thereof, imposing charges for default or delay by any company in furnishing accommo-

tion, appliances, or means as aforesaid, or in receiving, loading, carrying, unloading or delivering traffic, and may enforce payment of such charges by companies to any person injuriously affected by such default or delay; and any amount so received by any person shall be deducted from the damages recoverable or recovered by such person for such default or delay, and the Board may, by order or regulation, determine what circumstances shall exempt any company from payment of any such charges."

Indiana

In 1907 the Railroad Commission of Indiana held that it had no authority to make rules providing for reciprocal demurrage. Later on the General Assembly passed the bill which enforced a demurrage of \$1.00 for each twenty-four hours' delay by the railway in the following section:—

Chapter 231, Section 8. "Every carrier subject to the provisions of this act which shall fail and neglect to furnish cars to applicants in accordance with the application therefor, and as provided in section 6 of this act shall forfeit and pay to the applicant the sum of \$1.00 for each car for each twenty-four hours or the major part thereof, that the delivery of the same shall be delayed beyond the date when the cars were required to be furnished; provided, that such forfeiture shall not accrue if the carrier shall show to the satisfaction of the court or jury trying the cause that it did not have the cars in its control at the time they were required for delivery, and that for a reasonable time prior to the failure and at the time of the failure it had made, and then made a bona fide and reasonable effort to supply its line with the necessary car equipment to care for the traffic then on its line, and such future traffic as it could reasonably anticipate would be offered for shipment."

Washington

Section 3. "When a shipper makes written application to a railroad company for a car or cars not exceeding

ten cars in number during any one day, to be loaded with any kind of freight embraced in the tariffs of said company stating in such application the character of the freight and its destination, the said railroad company shall furnish the same within six days from 7 a.m. of the day following said application; or when a shipper making application specifies a future date on which he desires to make a shipment, giving not less than six days' notice thereof, the railroad company shall furnish such car or cars on the date specified in the application. The railroad companies shall notify the shipper making such application not less than twenty-four hours prior to the day or date upon which car or cars will be placed for loading, as to the day or date upon which such car or cars will be placed. For failure to comply with this rule the company so offending shall forfeit and pay to the shipper who applied the sum of \$1.00 per car per day or fraction of a day's delay after the expiration of free time, upon demand in writing made within thirty days thereafter by the shipper."

Section 4. "Whenever freight of any character proper for transportation whether in carload lots or less than carload lots is tendered to a railroad company at its customary place for receiving shipment and correct shipping instructions are given, the railroad company's agent must immediately receive the same for shipment, issue bill of lading or shipping receipt therefor, and when such shipments have been so received by any railroad company they must be carried forward at a rate of not less than fifty miles per day of twenty-four hours, computing time from 7 a.m. of the day following the receipt of the shipment; and for failure to receive or transport such shipment within the time prescribed the railroad company so offending shall forfeit and pay to the shipper the sum of \$1.00 per car per day or fraction thereof on all carload freight upon demand in writing by the shipper or some other party whose interest is affected by the delay; provided that in computing the time of freight in transit there shall be allow-

ed twenty-four hours at such point where transferring from one railroad to another or rehandling of freight is necessary."

California

Section 10. "Demurrage and reciprocal demurrage accruing under these rules, will be charged at the rate of \$3.00 per car per day or fraction of a day. The payment by any railroad company of demurrage provided in these rules shall in no way invalidate or offset any claims any shipper or consignee may have for damages occasioned by delay or negligence on the part of such railroad company, nor shall anything herein contained be held to lessen the duties of any common carrier in the shipment of live stock or other perishable properties."

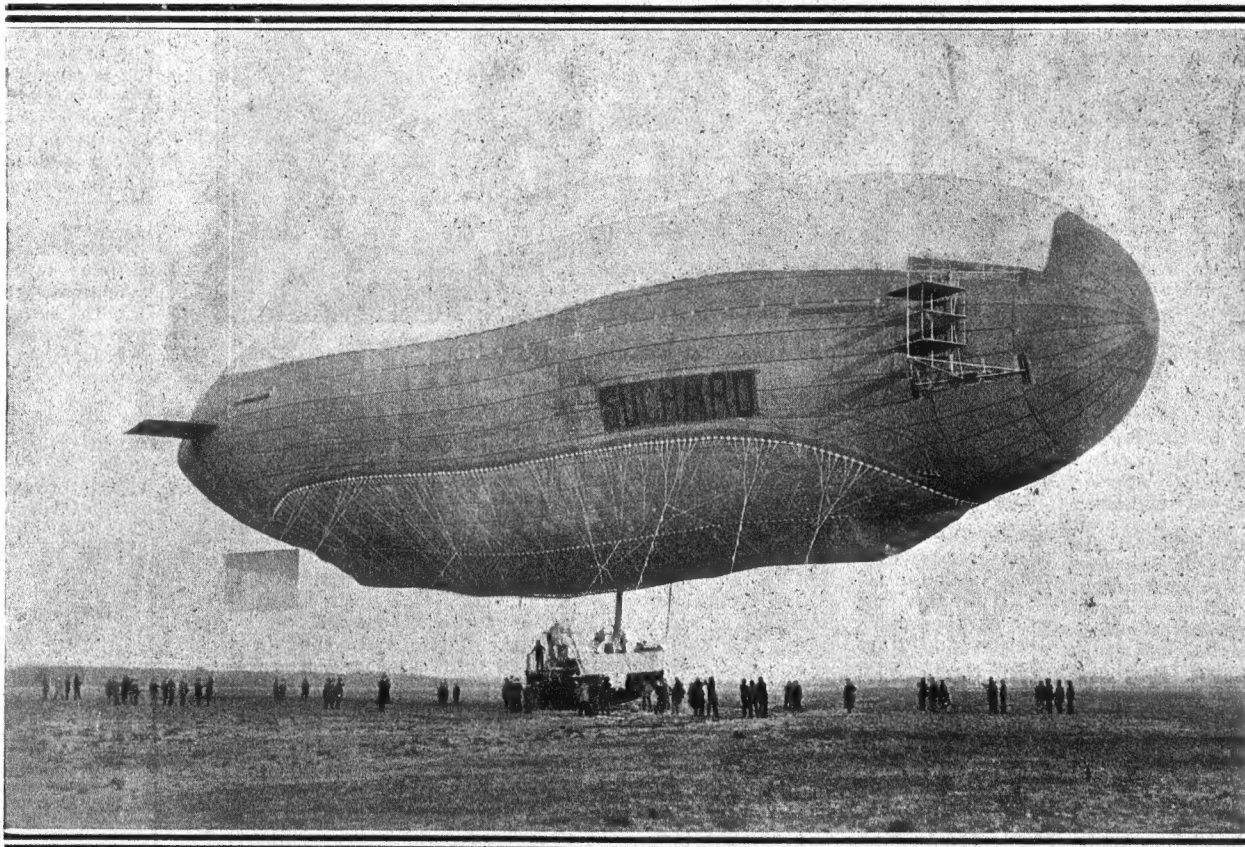
Section 12. "(b) A shipper may order cars for placing at any time within fifteen days from the time of the order, and the carrier shall be required to place the cars on the date required by the shipper, except that on orders for three cars or less the carrier shall be allowed forty-eight hours to place such cars for loading after the first 7 a.m. following the receipt of the order; seventy-two hours for any number of cars more than three and less than six; ninety-six hours for any number of cars more than six and less than eight, etc."

"(c) Any carrier that fails to place cars under the provisions of this rule shall pay to the shipper \$3.00 per day for the number of cars in the shipper's order not so placed until such time as shipper's order shall be filled, unless released at the shipper's request; provided, however, that any shipper who desires to take advantage of this rule must file with the carrier from whom he desires to order his cars a good and sufficient bond in the sum of \$20.00 if he desires to order but one car and \$15 for each additional car. This bond shall be security for the payment on behalf of the shipper to the carrier for the use of any car or cars ordered by such shipper which shall be set out by the carrier and not used by the shipper at the rate of \$3 per day computed from the first 7 a.m. after the car is set out."

Arkansas

Section 1. "When a shipper makes a written application to the station agent of a railroad company for a car or cars to be loaded with any kind of freight embraced in the tariff of said company stating in said application the character of the freight and its final destination the railroad company shall furnish the same at the place of shipment within six days from 7 a.m. the day following such application. Or when a shipper making such application specifies a future day on which he desires to make a shipment giving not less than six days' notice thereof the railroad company shall furnish such car or cars on the date specified in the application. . . . For failure to comply with this section, the railroad company so offending shall forfeit and pay to the shipper applying the sum of \$5 per car per day, or frac-

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ACROSS THE OCEAN BY THE AIR LINES

The balloon Suchard, in which Joseph Brucker hopes to cross the Atlantic. He was to have started from Tenerife, Canary Islands, but because of adverse wind conditions, which he believed would prevail all summer, he postponed his attempt till autumn.

The Mail Bag

THE REFERENDUM

Editor, Guide:—The Guide is to be congratulated for introducing a Referendum of the Western people upon eight questions which are the subject of a great deal of discussion to-day.

The statement has often been made at meetings of organized farmers that our Legislators do not truly represent the people they are supposed to represent. Whether this statement is true or not there is no doubt that the opinion is very generally held. At election time we are called upon to vote for a man who represents a party which advocates a certain line of action in reference to leading questions of the day. These issues frequently become so involved at election time that it is almost impossible for the voter to know whether he is voting for what he really wants or not. Direct Legislation has been advocated as a means of overcoming this state of affairs, and Direct Legislation means above all other things that the people shall have a chance to vote upon each issue separately, without the issue being associated with the candidature of any particular individual or party.

Opponents of the Referendum in particular make the statement that the people would not take the trouble to vote upon the Referendum questions when submitted. The Guide is attempting to disprove this statement by conducting an informal Referendum and if the people of the West wish to demonstrate their faith in the principles of Direct Legislation now is the time. Study The Guide questions carefully, and when the ballots are issued let every man vote as he thinks right. The important feature is to secure a large vote in order to demonstrate that the people do take sufficient interest in public questions to vote upon them when opportunity offers.

CHAS. A. DUNNING.

Regina.

AGAINST DIRECT LEGISLATION

Editor, Guide:—With reference to your invitation to discuss several interesting subjects, of which one is the Initiative and Referendum. In considering whether this principle should be adopted in our laws we have to ask ourselves whether it is necessary under our British form of government. I claim it is not. The adoption of the principle may or may not (I don't pretend to know) be good for a state comprising one of the United States of America or a Canton of Switzerland but not for a province, governed under British institutions, for the reason that we have our own way of attaining the same ends, viz: by agitation and petition, perhaps a slower method, but you are more sure of your results and not liable to legislate in advance of public opinion. Let me take an example: The Grain Growers of Saskatchewan for several years advocated and agitated for the Provincial Government to install a government owned and operated system of elevators. So popular was the idea that if the principle of the Initiative had been in force in this province at the time, today we would have been burdened with such a system of elevators. However, we were blest with a government elected on the principle of being responsible to the people, and we have as a result of the agitation above referred to, an elevator system, which is the admiration of the Western Provinces of Canada. With regard to the Referendum, your readers have only to refer to "Direct Legislation" by R. L. Scott to learn that we have this power and how it is used.

Your readers must bear in mind that Direct Legislation robs the legislature of its authority, responsibility and dignity.

The remedy for the defect I have above referred to, Sir, is Proportional Representation. Have this enacted and you will entice the best men and brains in the community to represent you instead of the puppet put up by the party machine to do its bidding. It will reflect in their true proportions every opinion held by the electorate which is strong enough to elect a member and would, therefore, have its own member on the floor of the Legislature to initiate its legislation and look after its interests.

Lastly, in connection with the details of a bill apart from its principle, the

electorate under the Initiative and Referendum have no chance to vote upon these separately or even suggest anything tending to the efficiency or workability of the bill. There are one or two other points such as the relative value of a vote and the cost of the system and asking the elector to form a judgment on biased opinions instead of his own, but I have gone as far as I dare go in this letter and trust some of your other readers will discuss these.

W. J. B. CANNON.

acklin, Sask.

SUPPORTS THE AFFIRMATIVE

Editor, Guide:—Allow me to congratulate you upon the wise selection you have made in the questions you are submitting to a referendum vote of your readers.

I have frequently been asked, by

reached, there must be discussion, and I hope your referendum will provoke a full and free discussion.

As a Single Taxer, and therefore a Free Trader, I shall answer questions two to six, inclusively, in the affirmative.

The Reciprocity treaty was a very mild proposal, but it certainly raised the ire of the protected interests. They evidently intend to fight hard to keep what privileges they have and if possible to obtain more. They managed to fool some of the people once more with their patriotic buncombe, although how they managed it is a mystery to me.

Anyone who is familiar with the political history of Canada, must know that the interested parties who raised the loyalty cry at the last election have always opposed any increase in the British Preference. The protected interests

expenses, and this should be collected by one tax on the value of land. This tax has several advantages. It is a two-edged sword which will destroy the tariff and land monopoly. With these two evils removed, we shall be in a better position to deal with some of the other problems which confront us.

Land Value Taxation will compel each member of the community to contribute to society according to the benefits he receives from society. This is the only just basis for taxation. At present, the taxes fall most heavily on the industrious members of the community, to the great advantage of the drones. This is a cruel injustice which Land Value Taxation would destroy.

I shall vote, Yes, on number seven, because I believe in equal rights to all and special privilege to none. Railway, telegraph and telephone franchises are special privileges, giving a few men powers which are denied to the rest of the community. This grant of the sovereign power establishes a monopoly. Such public utilities as are naturally monopolies, which require a special franchise for their operation, must be operated by and for the people, in order to avoid injustice.

With regard to number eight, I am most decidedly in favor of ceasing to prevent women from exercising their natural rights. Every sane adult person in the community should have an equal voice in the making of the laws which all have to obey. That, in my opinion, is the fundamental argument in favor of votes for women. We admit women to the tax list, the jail and the gallows. Why not to the polling booth?

Hoping your referendum will promote a profitable discussion of all these questions.

F. J. DIXON.

ANOTHER REPLY TO MR. ROBERTSON

Editor, Guide:—In your issue of July 31 there appears a letter in favor of protection from Mr. John Robertson, of Bradwell, Sask. This letter exhibits great confusion of ideas. From the tone of the communication it may be inferred that Mr. Robertson, before coming to Canada, farmed in England with little success, but the argument he founds on his failure in the latter country, and his subsequent success here is utterly erroneous. In England he failed in farming, in Canada he succeeded. England enjoys free trade, Canada is protected; therefore he concludes that his success in Canada is due to protection, and his failure in England was due to free trade. This line of reasoning is enough to make a logician's hair stand on end; it is the well known fallacy of "post hoc ergo propter hoc." If he were to look below the surface of things and consider the circumstances a little more deeply, he would see that prosperity has come to him in spite of protection, not on account of it.

Seeing that Mr. Robertson has farmed at home he ought to be able to form a comparison of the condition of things in both countries. Let him compare the prices of agricultural implements there and here; let him compare the cost of the necessities of life; let him compare the cost of clothing; let him compare the cost of anything. With very few exceptions he will find that prices rule higher in Canada; in fact, he could buy in England almost any of the exports of this country, and pay less for them than he does in Bradwell.

Now, let Mr. Robertson glance at the other side of the ledger, and compare the prices he gets for the products of his Canadian farm with those he got at home. Does he contend that the English farmer receives less than his

NOTICE TO CORRESPONDENTS

This Department of The Guide is maintained especially for the purpose of providing a discussion ground for the readers where they may freely exchange views and derive from each other the benefits of experience and helpful suggestions. Every letter must be signed by the name of the writer, though not necessarily for publication. The views of our correspondents are not of necessity those of The Guide.



A NEW LIFE-SAVING APPARATUS

In Birmingham recently a demonstration took place of a new life-saving apparatus, consisting of a cradle for carrying persons from the upper storeys of burning buildings to the pavements below. This apparatus is worked as follows: Cables are attached to the head of the fire escapes, up and down which the cradle is drawn by means of a rope which passes through a pulley at the head of the escape. Attached to the cradle is an automatic brake, which immediately comes into action by the weight of the person if the hauling rope should break. The cradle then at once becomes fixed on the guiding cables. The above picture shows the cradle as it would look if the hauling line broke.

members of Grain Growers' associations, to suggest topics for debate. The questions you have selected, are admirably suited for this purpose, and I hope they will be thoroughly discussed at Grain Growers' meetings during the coming winter.

I am in favor of Direct Legislation, which is embodied in the first question, because I believe in the rule of the people. Democracy will never be truly established until the people have the power to make or unmake the laws which they have to obey. But if the people are to make and unmake laws, they must agree upon the measures which are necessary to establish justice. Before an agreement can be

are just as much opposed to Free Trade with Great Britain, as they are to Free Trade or Freer Trade with any other country. They will prate about "the flag that for a thousand years has braved the battle and the breeze" when they think such action will safeguard their dividends, but a cheaper rate will speedily induce them to place \$100,000,000 of insurance under the Star Spangled banner. At present this piratical crew is sailing under false colors. The flag they should sail under is the "Jolly Roger." I am in favor of Free Trade, which means, liberty to buy and sell where I want to buy and sell.

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WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

Canadian confrere for his wheat, barley, oats, horses, cattle, sheep, hogs?

Here then we have Mr. Robertson paying more in a protected country for what he consumes, and receiving less for what he produces than he did in a free trade one, and he believes, because he has been successful, that the reason of that success lies in protection. A moment's thought must show the hollowness of this inference. If Mr. Robertson had to pay here a high rent for his land, how much of his balance would be left at the bank? In all probability he would have to perform yet another migration, and take wing to a more propitious clime.

It has surely now begun to dawn on his mind that protection has nothing to do with the matter, except to reduce his promising balance, and that the real secret lies in the relative values of the land in the two countries.

Suppose he could transport to England his Canadian farm, and enjoy the double advantage of cheap land and cheap living, then would his expenditure decrease and his income increase, and he would require no definition of the word "rich" to prove that he was a wealthy man. In this very cheapness of land lies the real reason for the success that has attended the efforts of the settlers in Western Canada. Were land values to rise to any great extent then the disabilities under which the farmer suffers in being protected would counteract the best efforts of even "the progressive, the energetic and the monied." So long as land remains cheap, farmers will have a chance, but even Mr. Robertson would hardly maintain that the cheapness of the land was due to protection.

The comparison of prices suggested above will solve another difficulty. The difference between the price of all that he buys here, and the corresponding price of the same articles in England represents roughly the amount he pays in indirect taxes. After doing that simple little sum in arithmetic, I fancy Mr. Robertson will come to another conclusion regarding what the average farmer pays yearly in tariff taxes, and that conclusion will be, not that \$200 is a misprint, but that probably it is an understatement.

There is another point that calls for a word of protest. Mr. Robertson talks as if agriculture in England were in a condition bordering on ruin. "Only the most progressive, energetic and monied farmers hold their own." But would not that remark apply—though perhaps in a less degree—to farming in Canada, or to any trade anywhere, where there was competition at all? The British farmer is probably the most expert agriculturist in the world, and while some fail (and come to Canada), it is surely a gross exaggeration to imply that farming is generally in an unprosperous condition in Britain.

Nor do taxes inevitably follow free trade. The only difference is that under free trade the taxes are direct, and one knows what one pays, while under protection the taxes are indirect, and (luckily for the protected interests) one usually has not the faintest notion what one pays.

J. JULIAN CAMERON.
Last Mountain, Sask.

BREAD TRUST IN WINNIPEG

Winnipeg is now threatened with a bread trust. The Canada Bread Co., a merger formed about a year ago to acquire bakeries in the principal cities of the Dominion, is already in business in the city, and is buying out its competitors. Five independent bakeries have already sold out to the trust and others are being negotiated for.

TWO SIDES OF THE CASE

A remarkably brief and effective summing up was once quoted by Lord James in an afternoon speech. It was delivered by an Irish judge trying a man for pig stealing. The evidence of his guilt was conclusive, but the prisoner insisted on calling a number of witnesses, who testified most emphatically to his general good character.

After hearing their evidence and the counsel's speeches the judge remarked: "Gentlemen of the jury, I think that the only conclusion you can arrive at is that the pig was stolen by the prisoner, and that he is the most amiable man in the country."

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The Country Homemakers

Conducted by Francis Marion Beynon.

MY TASK

(By Florence Jones Hadley)

A homekeeper? Ah, yes, dear heart, and more;
Keeper of hearts for those love gave to me,
Upholding weary hands that else might fail,
Smoothing a little head upon my knee.
A homekeeper am I; this is my task:
To make one little spot all snug and warm,
Where those so bruised and beaten by the day
May find a refuge from the night and storm.
Gladly I serve—love makes the serving sweet;
I feel no load—love makes the burden light;
A nappy keeper I of home and hearts—
Serving, I reign—a queen by love's own right.

PATIENTLY WAITING TO LIVE

While the days fly by unnumbered we toil and struggle with a promise away back in our minds that we will live some day. When we have the farm all paid for, when we have a section of land clear, when we have a thousand dollars in the bank we will begin to live. Then we will get new and beautiful furniture for our home, we will have good pictures about us and wear pretty clothes and take time to visit our neighbors. We will have the house fitted up with labor-saving devices and get the daughter a new piano.

Meantime the days are being counted off in a dreary succession, early risings, constant toil and endless self-denial. Every other interest in life is made secondary to the mad desire to acquire wealth. But, alas, wealth is such an elusive intangible thing. When we start on our homestead with a small shack and a yoke of oxen, decent buildings and a few good head of stock clear of debt represent enormous wealth to us. When this comes true a half section of land is our dream of affluence. Then the dream changes, and a section of land and barns with every modern convenience represent wealth to us. Like a mirage wealth fades and alters as the years go on until at the last we are apt to look back and discover that wealth is simply joy—plain everyday joy made up of a few true friends, a few luxuries and perfect contentment, and we might have had it years before.

I heard the other day of a man in the Old Country who has a business that brings him in five thousand dollars a year. If he wished to do so he could double his earnings, but he won't because at present he has all the money he needs and has time to study music and art. Now, I call that man sane. He does not spend his whole life grubbing away to get money he doesn't need and can't spend, and he gets the full value out of life as he goes along. We might all take a leaf out of this man's book and stop waiting to live and begin doing it today.

FRANCIS MARION BEYNON.

Address all correspondence to Francis Marion Beynon, Grain Growers' Guide, Winnipeg, Man.

A LONELY MEMBER

Dear Miss Beynon:—I am very much interested in a couple of pages of The Grain Growers' Guide, known as the Homemakers and Sunshine pages. I see in several places where you mention a little booklet of advice to expectant mothers. I have several helps but I like the way the truth is told in the Sunshine column, so I enclose the five cents wishing you to forward me your booklet.

My husband and I are all alone in this big West country, but we are quite happy. Still, as I expect my little one of course I am sometimes a little down-hearted. One of my greatest comforts is the reading of your pages. I would like to write a Sunshine letter later. Will you please tell me if anyone is excluded, or may any reader and well-wisher write? I fear this is too long a visit for a call. May I come for a

visit soon again and bring a basket of selections? Wishing you success in your efforts.

BIRDIE.

I'm so glad to know that you find comfort in the pages of The Guide, and I want to assure you that any Western woman is welcome in our circle.—F.M.B.

WOULD HELP CHILDREN

Francis Marion Beynon:—Would you kindly send me the books "How to Teach the Truth to Children," "The Most Beautiful Story in the World." Many times mothers have asked me if I thought it wise to tell children the truth. I say by all means. Then the usual question, "How will I tell?" and then I have no answer. It is for these I should like the book.

FRIEND OF CHILDREN.

You are indeed a friend of children when you seek to prevent them from learning nature's perfect provision for the continuance of the race through coarse comment and flippant jest.

F. M. B.

HAS EQUAL RIGHTS IN BANK ACCOUNT

Dear Miss Beynon:—As you have thrown open the page of The Country Homemakers for a discussion of the "poor wives of the well-to-do" I am

quently down to two figures, and while to one, but it is just as much mine as anyone else's.

Now, another point. I do not think smoking is of benefit to anyone, and ninety-five per cent. of the Western women will agree with me that it is injurious, but the whole of us know that it is rank foolishness to tell any man that it is injurious. This is a matter of education, and every man is "from Missouri" on the question—everyone that does smoke—and it should be conclusively shown, and demonstrated, and taught in our schools that tobacco in any form, stunts physical growth, impairs mental powers, and has a slovenly effect morally, but do you ever think of just what it costs? Take the average man's smokes and they cost ten cents a day the year round—\$36.50. What woman couldn't joyfully spend \$36.50 on a good new dress, a pretty lace collar and cuff set, really good shoes once a year at least, a silk undershirt, and innumerable other trifling things that would add 100 per cent. to her appearance and attractiveness. She could spend the half of it and feel happy. But all she gets is a stale smell in her window curtains, and the mournful satisfaction—let us hope she never takes thought of it—that John has "smoked" up all these things, or perhaps a new washing machine, or a

hardware store in the West! Many of these farms are equipped with most of the latest inventions in labor-saving machinery for outdoor farm labor, but in the kitchen the wife or daughter is struggling away with old-fashioned utensils. Two days' work will dig and prepare a cesspool and two more will dig a connecting trench and lay sufficient piping and connections for any farm kitchen's requirements; labor and all costing not more than \$25.00, and the farmer's wife would have a convenience that would last for years, and add at least a year to her life time on earth.

A neighbor of mine this summer bought a two-burner blue flame oil stove and oven costing \$9.00. On this she cooked all the bread, meats, and other cooking for a family of four men. The cost of fuel—coal oil—was actually less than coal. Her kitchen was cooler, there was no dust or dirt. She could at practically a minute's notice have a flame that had almost as much heat as natural gas. The oven baked perfectly eight loaves, or four pies, at one time. All this for \$9.00! She also heated large boilerfuls of water on wash days. If I had my way there would be such a demand for this \$9.00 oil stove in the West that the factory would run overtime keeping up the supply.

Now, you must realize that I would not give you all this stuff if I didn't feel you a "familiar spirit," so to speak. The Guide is a guide indeed in many ways, and here is more power to its elbow, and may an increasing number of Western farmers find enlightenment in its pages.

AN IRISHWOMAN.

I rejoiced and was exceedingly glad over your letter and hope that the spirit will move you to visit us not once or twice only but many times.—F.M.B.

CLUB FINES ABSENTEES

Dear Miss Beynon:—I am very much interested in what the Homemakers' clubs are doing, and agree with you that they should write occasionally to give us new ideas.

We formed a club last spring and have had meetings every two weeks all summer, at first one house and then another, serving sandwiches, tea and cake. Our rules are to attend all teas possible, pay ten cents at each tea and a fine of ten cents for all teas not attended. In this way we have over ten dollars in the treasury. We intend using this money for winter concerts, having our first at Christmas for the children. The proceeds of these concerts are to buy an organ for the school.

We are reading a series of articles on housekeeping at our teas, as none of us seem to feel like sewing. We all have so much to do that we are glad of the one afternoon of respite.

We also have been talking of having a Homemakers' club cook book, just tried, everyday recipes, inexpensive ones. I am very glad of these little booklets on "How to Teach the Truth to Children." I want two of them, also one of "The Most Beautiful Story in the World." Enclosed find twenty cents. Wishing success to all Homemakers, I sign myself R. M.

Here is food for thought for all who are contemplating starting clubs. Am expecting many requests for constitutions.—F.M.B.

SOME PRACTICAL RECIPES

Mint-Glazed Carrots

Wash and scrape three carrots and cut in one-fourth inch slices. Parboil for ten or fifteen minutes, drain, put into a saucepan with one-third cupful each of sugar and butter, and one tablespoonful of chopped mint leaves. Cook very slowly until glazed and perfectly tender. Serve hot, and as a border surrounding a mound of green peas.

Molded Potatoes

Press left-over mashed potatoes into baking powder cans and chill. Slice in neat rounds, lay on a buttered dripping pan in the oven and bake till they become puffy and a delicate brown. Serve with broiled steak as a garnish.



A MADONNA OF THE SLUMS

The living-room of a city tenement and its occupants. In each of the large cosmopolitan cities of the world—even in Montreal—such a picture as that reproduced in the above illustration may be seen without much difficulty. In hundreds of cases whole families live and eat and sleep in one room. Surely there is something wrong somewhere in our political economy.

going to give testimony, so to speak. My experience of the money question is not unpleasant, and it is managed thusly. Our account at the bank is in the name of "John Smith and Mrs. Mary Smith," and I can draw cheques—and do so—with just as much freedom as my husband, and he thinks I have a perfect right to do so too. Of course, I keep watch on the balance, and I can make a five dollar cheque do almost twice the work that he does, but the beauty of this is that I do not have to ask for it, and it seems to me that this plan is the only just fulfilment of the vow "with all my worldly goods I thee endow." It is a better plan than an allowance, which, of course, is far ahead of ask, ask, ask. Some women act as if scared of writing out a cheque, but that is a fear that would most quickly disappear. If I want to spend a dollar, or fifty cents, or a quarter remembering some friend's birthday, or even the good man's birthday, there is no questioning. Our bank balance has never yet run into four figures, it is fre-

clothes wringer, or a carpet sweeper, or new oilcloth in the kitchen and pantry! Thoughts like these make me "rise all up." Have you ever known women who actually hunger for a string of French pearl beads, costing fifty cents, and they feel they can't afford them, or at least they cannot bring themselves to ask for the money for such a satisfying trifle, and John brings home two sacks of tobacco in his overcoat every week! Don't think I am hard on the Johns, but do you see the point I am trying to make that some husbands unknowingly are more than selfish with the one they really like best of all in the world.

I might as well give you some more "kicks for women" not "kicks against men." I wonder if the "wives of the well-to-do" ever realize how many of them do not even have a kitchen sink. I have gone quite a bit to and fro in the West, among poor folk and poorer, and those well-off, as we say, and not one in one hundred has a kitchen sink, costing not five dollars in the highest priced

Creamed Chicken

Dress and joint a young chicken same as for frying. Place in a small pan and first cover with good sweet cream, add pepper and salt and place in the oven to cook. By the time the cream is cooked down to a nice rich gravy the chicken will be ready to serve.

Alberta Apples

Pare and core nine medium-sized, firm apples. Prepare a syrup by using two cupfuls of sugar and two cupfuls of water, adding three or four whole cloves. Cook the apples in the syrup until they begin to mellow, using a quite deep receptacle. Remove the apples to a pudding dish. The syrup that remains will be thick apple jelly when cool. Into it cut a few stewed prunes and chopped pecan meats. Fill the centres of the apples with the fruit mixture. Cap each top with a portion of whipped cream and dot with pecan halves. The filling may be varied with many different kinds of fruit.

Apples cooked in this way may be used for salad cases. Select large apples, cut in half, and after they are cooked remove a little more of the centre so as not to leave too much sweet fruit for the salad.

Beef Loaf, Mexican Sauce

Add one tablespoonful of chopped onion, one teaspoonful of salt, one-fourth of a teaspoonful of pepper, one tablespoonful of chopped parsley and one cupful of stale bread crumbs, to two pounds of lean chopped beef. Moisten with strained tomato or tomato sauce, and shape in loaf bread pan. Turn out into a greased baking pan and bake thirty minutes, basting often with tomato juice. Serve on a hot platter, surrounded with Mexican sauce.

Chocolate Bread Pudding

Save for this all crusts and end slices of either white or whole wheat bread. Crumble sufficient of these to make a pint, which put to soak in a quart of milk. Melt two squares of chocolate or three heaping teaspoonfuls of cocoa and mix with a small cupful of granulated sugar. Beat three eggs until light, reserving the white or one. Beat all together after the bread has become very soft, flavor with one teaspoonful of vanilla and a pinch of salt, and bake in a deep buttered dish. When set put on top a meringue made of the reserved white of egg beaten to a froth with a little powdered sugar, and return for a minute to the oven. No sauce.

SCHOOL DAYS WITH NATURE

(Grace L. Brown in McCall's Magazine.)

Nature is so lavish in her provision for our needs, that just a little of her surplus and discarded product is enough to supply children with unlimited material for work and play for many a day. East, west, north and south the material varies, but it is always to be found, and as soon as children's eyes have been opened to the possibilities of its use they will constantly be on the lookout for new sources of supply and original ways of using what they find.

Some of the material has only a temporary use on account of its being perishable, but a great deal has a more permanent value, and can be gathered in the summer to be brought out some wintry day in response to the oft-repeated appeal. What shall I do? Flower and vegetable gardens supply an endless variety of seeds: The fields give their grasses and straw, the trees

give their leaves, nuts and other seed vessels, while even the much despised wayside weeds contribute their share in the form of burrs and milkweed pods. Then too there is the seashore with its fascinating contribution of pebbles and shells, both large and small.

Always encourage children to collect or at least assist in collecting their own material. It will give them a first hand contact with nature which will be an invaluable background for future study.

In collecting seeds for little children to use select the larger kinds such as pumpkin, watermelon, bean and corn, and dry them in the sun. A mixed cupful of these will afford much entertainment, and the children themselves will find many ways of playing with them. Where a suggestion is needed show how to assort them in piles, black beans in one, white beans in another, lima beans in a third, etc. This is not only fun for a child but is a good training in discrimination. Shells and pebbles may be used in this same way, assorting according to size, color or kind. Another way of using which will soon be discovered is laying in rows, perhaps a row of corn, then one of beans and another of corn; in this there are many possible variations, one of the more difficult being the alteration of color, or size in a single row. Borders, flowers and designs of various kinds can be made, and if good enough to keep can be pasted on a sheet of heavy paper or cardboard.

DRESS FOR THE GIRL WHO IS GOING AWAY TO SCHOOL

(By Carolyn Trowbridge Radnor-Lewis, in Good Housekeeping.)

The girl who is anticipating her first year in college or boarding school, should think of all the articles of clothing she will require up to the Christmas holidays before she leaves home, for once the fall term has begun there are few stray moments to devote to clothes, even to repairing them.

There are certain garments which every school girl will find useful. The first is a well-cut, severe, tailored suit of a serviceable material, such as serge or whipcord. This she will use as her travelling suit, with a neat, plain shirt-waist of silk, matching in color the skirt.

A reasonable number of shirtwaists should be included to wear with this suit. One or two might be of a soft flannel, others of wash materials, and there may be, perhaps, one dressy blouse of chiffon or lace to wear into town to luncheon or the matinee.

Some girls supplement this utility suit with a more elaborate one of broadcloth, velvet or corduroy. As a rule, this second suit is a so-called three-piece costume, either with the dressy blouse or a one-piece gown. A jaunty street hat, and a more elaborate one for formal occasions, should be worn with these suits.

The long top-coat is a necessity, and the raincoat will be found equally useful. To wear during play hours there are the Norfolk jackets, and their successors, the Mackinaw jackets. The play costume very dear to the college girl's heart, however, is a short skirt of homespun or one of accordeon-pleated serge, with a sweater-like tunic of serge or duck, showing a turned-up facing at the bottom.

For the first few weeks of the fall term tub dresses are worn in the classroom, and, in fact, many girls wear them even during the winter, where the rooms are steam-heated. It is well, however, to have two or three cloth dresses. These dresses are either cut in one piece, or joined at the waistband to give the same effect and comfort. Serge is the most serviceable material, and the style is always simple, although many of the new fashion features can be successfully introduced without detracting from this simplicity. As plaids will be popular this winter, a dark blue and green plaid, or a brown with suggestions of red, would make a good looking class room costume, with white linen collar and cuffs.

It is refreshing and restful to change one's dress for dinner, and in many schools and colleges this change is compulsory. Any of the pretty little summer frocks in muslin can be worn at dinner. A silk gown is also useful, as it can be worn on Sundays under the long or fur coat. One of soft silk or cashmere, in a dark tone made in a

simple, girlish style, and lightened with dainty lingerie or lace collar and cuffs, would be charming.

For "dress-up" evenings, dances and other formal entertainments, pretty frocks of muslin, mull, crepe de chine, messaline, chiffon, net, or marquisette are the most appropriate. The rules of simplicity should be carefully adhered to, with the exception of a little lace. Self-trimmings of accordeon plaitings, puffings, shirring, tucks, et cetera, will be sufficiently decorative. A long cape, or cloak, in cloth of a subdued coloring, such as old rose, tapestry blue, or oyster white, will be needed to protect this frock.

Many girls delight in lounging robes to wear in their rooms during the study period, when corsets can be abandoned. Gowns on the kimono order are the first choice, and preferably of a dark silk. In addition a warm bathrobe, boudoir slippers, and, perhaps, a lingerie cap, are required for the undress wardrobe.

The supply of underclothes should include four to six union suits; the same number of muslin combinations; three night dresses; plenty of stockings—a dozen will not be too many, for the school girl has little time to darn—three or four white petticoats; at least two dark silk or jersey petticoats; a pair or two of black woollen tights; plenty of handkerchiefs, and two pairs of corsets, one for everyday and the other for evening and "dress-up" occasions.

A FEW ACCESSORIES

No history of the new fashions would be complete without some mention of the Robespierre collar, but I am rather at a loss how to describe it. It is like a man's shirt collar of the stand-up, turn-down order, standing up stiff and straight behind and laying down flat in front with a soft tie or jabot to complete it. It is sold in the neckwear sections, made of black and white striped silk or plain black satin with a white muslin jabot and is shown on large numbers of the fashionable gowns.

The new millinery ribbons are also worthy of mention, being radiant with the richest of autumn shades and luxurious in weave. Very striking without being gaudy is a satin ribbon with a chenille edge which has sometimes little white spots like ermine tails in the border.

Heavy velvet flowers in old blue, fuchsia red, old gold and other rich warm shades stand out in gorgeous profusion from the satin grounds of other lovely ribbons.

Warp print is a new millinery ribbon in gorgeous embossed patterns, in which all the autumn shades are wrought together with gold and silver to produce millinery ribbons of surpassing loveliness.

Shadow plaids are another novelty of the ribbon season, plaids that vanish and reappear in the changing lights being rather suggested than anything tangible. You can't think how wonderfully beautiful this ribbon is when made into soft scarfs and bows for millinery.

Black velvet sash ribbons about three inches wide with a little beaded edging of white or colors are already being sold in such quantities as to tax the supply.

SOME PRACTICAL SUGGESTIONS

Save tinfoil and then when you set a cream pitcher in the ice box keep odors from tainting the cream by covering with tinfoil, pressing it well around the edges of the pitcher.

For use in the home, when travelling or even visiting, a rubber ring, which can be carried in a small bag, and which is easily inflated, is indispensable to the young mother, as such a ring, when inflated, can be placed on any toilet seat where a nursery chair is not obtainable.

When you salt a casserole meat dish after it is almost done it is hard to get the salt all through. Try dissolving the salt in a little water, pouring it in, and then working it through the gravy by sticking a fork into the meat and gently churning it up and down a few moments.

A piece of the worn-out rubber hose will be useful for the filling and emptying of tubs on wash day.

Some Striking Values in Women's Dresses



This Fall has been essentially a dress season. A great many women have been wearing dresses without coats in the warmer weather, and now that cooler times have come, are wearing dresses with coats.

We anticipated this, and that is the reason we are showing such a splendid range of dresses in our Fall and Winter Catalogue.

At your leisure turn to pages 13 to 20 and look at the beautifully designed dresses and skirts. There you can see the newest styles, and you can see how beautifully they hang; but, of course, you can't judge the quality of the material or the workmanship; and that is where our garments excel. That is where the value is.

All the dresses and skirts shown in our Catalogue are the product of our own workrooms. They are designed by skillful designers, tailored by skillful operators and examined by skillful inspectors. That accounts for the fact that many of our customers would not think of buying custom-made dresses. In our garments they get better fit, better finish, and infinitely better value.

The values we give are only possible because we buy the materials direct from the manufacturers, and we have them made up, as before stated, in our own workrooms. Thus we are able to sell suits and coats and skirts for just a little advance on the cost of production. Our customers are not compelled to pay several mid lemen's profits.

The illustration in this announcement is a fine example of EATON craftsmanship and EATON values. It is made from a beautiful quality cashmere in the one piece style. The waist, it will be noticed, is of very neat design and the skirt is fine gored and close fitting. The dress fastens invisibly at the back.

This Dress is illustrated on page 14 of our Fall and Winter Catalogue, and the Price is **\$8.50**

Figure out what it would cost you to have it made. You would pay more than this for the making alone.

40 E 1435—BLACK
40 F 1435—NAVY
40 G 1435—BROWN
40 H 1435—GREY **\$8.50**

In ordering give bust and waist measure, also length of skirt taken in front.

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IMPROVING HORSE BREEDS

Regina, Oct. 22.—At the initial meeting of the Stallion Licensing Board of Saskatchewan, held on September 12, 1912, the following were selected as members of the examining body under the New Horse Breeders' Act: J. J. Murison, V.S., Arcola; Norman Wright, V.S., Saskatoon; Dr. Hopkins, V.S., Bratton; Dr. Armstrong, V.S., Lumsden; R. E. Drennan, Canora; P. F. Brett, Edenwold; J. G. Robertson, Davidson; A. Blackstock, Paynton; John Bryce, Arcola; W. W. Thomson, Regina; R. H. Taber, Condie; R. H. Miller, Lumsden; Geo. Stutt, Fairmeade; H. McLean, Arcola; Dr. Owens, Yorkton; H. O. Hutchins, Keeler; B. F. Bray, Foam Lake; Geo. P. Campbell, Ellisboro; Thomas Brown, Condie; Hugh Gilmour, Pasqua; G. C. Stewart, Maple Creek; J. D. Traynor, Regina.

At the same meeting it was arranged to hold a short course of instructions for these examiners, either at Saskatoon or Regina, some time during the month of October. This short course has just been held at Saskatoon on October 17 and 18, and was most successful. With one exception the members of the board itself were all present, and sixteen out of twenty-two examiners attended, which, considering the backward season and the present rush of work, was a creditable showing. The program arranged for was followed, and many profitable discussions arose out of the work, which should be of great value to the examiners in their work. An examination of stallions was held under much the same conditions as would obtain in the regular course of the work and results, as shown by the reports turned in, were most satisfactory. It is the intention of the board to hold as many examinations as possible during the month of November, this decision being arrived at after careful consideration. The state of the roads and probable weather during the month of April being the determining factors. About twenty-seven municipalities and local improvement districts have already been gazetted as units of the Licensed Stallion District and it is confidently expected that twice that number will be enrolled ere spring. Considering the fact that every pure bred stallion within the boundaries of these municipalities will have to be examined prior to May 1, 1913, it will be seen that the work is no light one, and will require considerable work ere being accomplished.

The examiners for this season at least, will be formed into committees of three, each committee containing a veterinary surgeon, a trained stock judge and a



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For this reason: When you buy from us you save the four middlemen's profits that come out of the cloth before it reaches your local tailor. Your local tailor buys only in single pieces from a third-hand jobber. We buy direct from the mill, and you get the benefit of this tremendous first-hand buying power.

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Send to our nearest Canadian office for a package containing 72 samples of overcoatings and suitings. When you get them, pick out the cloth you like best, take it to your local tailor and ask him what he will charge you to make you an overcoat or a suit of that quality of material. When he quotes his price, compare it with the price in the Catesby catalogue. We are satisfied to abide by the result. That's fair, isn't it? So send for the patterns to-day.

Remember, we ship your overcoat or your suit five days after your order gets to us in London, and the Catesby price includes payment of all duty and carriage charges by us. Write for the samples now while the thought is in your mind.

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practical breeder. Every animal examined will be photographed and the photograph, along with the report, will be passed upon by the board ere the animal is finally granted license. By these means it is hoped that both a successful and popular operation of the Act will be assumed and that it will thus fulfil its function of helping the horse breeding industry of the province and improving the quality of the horses therein.

HAULTAIN LEAVES POLITICS

Prince Albert, Sask., Oct. 23.—The annual convention of the Conservative Association of Saskatchewan was held at Prince Albert today, when Hon. F. W. G. Haultain, in the presence of about 200 delegates, announced his resignation of the leadership of the party in the province. A resolution expressing appreciation of Mr. Haultain's long and faithful service to the people of the Northwest Territories and to the Province of Saskatchewan and regret at his resignation, was passed unanimously. Resolutions were also passed in support of the government and in endorsement of Mr. Borden's policy, part of the latter reading: "We particularly commend him for his prudent yet accurate representation of the opinion of the people of Canada, during his recent visit to Great Britain and public acknowledgement of Canada's responsibility for the defence of the Empire."

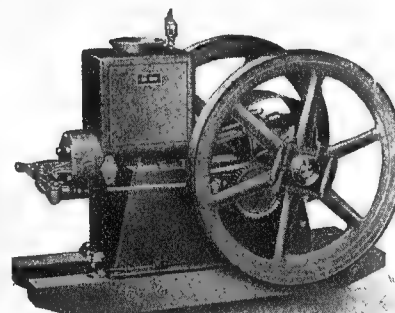
Haultain Appointed Chief Justice

Ottawa, Oct. 23.—It is understood that one of the Western appointments made today by the cabinet was the elevation of F. W. G. Haultain to be chief justice of Saskatchewan.

SAMPLE MARKET ORDERED

An order-in-council was passed Wednesday October 23, by the Dominion cabinet sanctioning the establishment of a sample grain market in Winnipeg. This was called for by the Grain Act which was passed last year and which at the same time established the grain commission. It is expected that work will be started soon on the addition to the Grain Exchange where the new sample market will be housed. The work will be hardly completed for a year yet. The railway commission, it is expected, will come out West at the end of November and will take up with the Railway companies and the grain commission the granting of better facilities for bringing grain to the market when it is opened.

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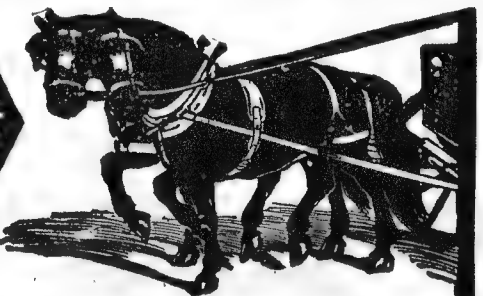
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Our Farmer's Truck Scale has a capacity of 2,000 lbs. The platform measures 26x34 1/4 inches. Wheels of latest ball-bearing pattern permit you to turn scale easily and move it from place to place without trouble. Bag rack protects beam and pillar from injury, and is very handy when weighing bags, etc. Heavy brass beam with sliding poise equipped with set screw. Will weigh as low as half a pound. All materials put in this scale to make it last a lifetime. Inspected and guaranteed correct by the Canadian Government. Special scale Catalogue on request.

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DOMINION
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A GHASTLY GUIDE

The Grain Growers' Guide is worrying the life out of its otherwise prosperous followers with perpetual dismal forebodings. No communities of people could endure the succession of miseries that The Guide prepares for those that believe it. Personally conducted followers of this Guide have been led to believe that the farmers would have no harvesters to gather their crop, no twine to tie it up, no elevators to contain it, no cars to carry it to market, nor no one to buy it when it got there. Farmers in this gloomy procession are invited to breakfast, dine and sup on horrors. Every day is set apart as a growl-giving festival. He who enters the office of The Guide and becomes a subscriber leaves hope behind. No more for him the sunny sky, the cheerful companionship of genial friends, the smile of a contented wife, the prattle of wholesome children, the prospect of comfortable days, and of a placid old age; but ever the vision of famine, want, oppression, malicious influences, evil imaginings and the shadow of death. These and such like sorrows are their matins duly and their evensong. From such forebodings and gloom those who seek other guidance are far removed. They find that the ghastly train of events, spread as a program before their unhappy neighbors, do not happen. They work and sleep, take their profits, add to their possessions and remain cheerful as they grow more rich.

NOTE.—Any reader of The Guide knows that the above is a malicious falsehood. It is from the News-Advertiser, Vancouver, a journal subsidized to support protection. The man who wrote the above falsehood is a fair type of the editors who prostitute their ability in the employ of Special Privilege. Truthful criticism is always welcome, but falsehoods injure the falsifier most.—Editor Grain Growers' Guide.

WHEAT EXPORTS AND IMPORTS

The International Institute of Agriculture in its latest bulletin gives the figures of exports and imports of wheat by countries for the year ending July 31, 1912:

Quantity Imported by Importing Countries

Country	1911-12	1910-11	Average 1906-7 to 1910-11
	Bushels	Bushels	Bushels
Germany	79,769,000	92,832,000	85,191,000
Belgium	77,157,000	84,428,000	72,900,000
Spain	2,059,000	6,438,000	5,029,000
France	26,714,000	88,304,000	23,719,000
Great Britain and Ireland	188,687,000	188,754,000	180,622,000
Italy	49,574,000	62,911,000	44,263,000
Netherlands	58,443,000	72,890,000	56,238,000
Sweden	4,921,000	6,718,000	6,877,000
Switzerland	16,843,000	15,670,000	14,934,000

Quantity Exported by Exporting Countries

Country	1911-12	1910-11	Average 1906-7 to 1910-11
	Bushels	Bushels	Bushels
Bulgaria	12,555,000 a	10,891,000	8,082,000
Hungary	18,674,000	16,53,000	15,754,000
Roumania	56,856,000	71,434,000	45,384,000
Russia	62,210,000 b	224,382,000	142,712,000
Canada	78,788,000	48,443,000	45,656,000
United States	27,446,000	26,127,000	63,019,000
Algeria	6,379,000	8,368,000	5,698,000
India		51,155,000 c	34,646,000 c
Argentina		83,895,000 d	96,086,000 d
Australia		54,987,000 d	35,622,000 d

a Nine months, August 1, 1911, to April 30, 1912.

b Ten months, August 1, 1911, to May 31, 1912.

c March 1, 1911, to February 28, 1912.

d January 1 to December 31, 1911.

PROPORTIONAL REPRESENTATION

This booklet explains clearly and concisely the advantages of this reform; how it would do away with bribery, bossism, gerrymanders and blind party worship. The author, Robert Tyson, is a life-long student of this subject, and he tells the various forms in which Proportional Representation is being adopted by progressive communities the world over.

PRICE, TEN CENTS, POST PAID

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WORLD'S WHEAT CROP OF 1912

The following table, compiled by the publication branch, Department of Agriculture, Ottawa, October 19, gives the 1912 wheat production of all the countries which have so far made their official reports to the Institute, including the information in a cablegram received today.

	1912.	1911
Prussia	92,722,000	95,741,000
Belgium	15,278,000	14,617,000
Bulgaria	63,750,000	72,005,000
Denmark	3,915,000	4,469,000
Spain	112,416,000	148,497,000
France	335,039,000	322,652,000
England and Wales	55,341,000	59,956,000
Hungary	186,290,000	190,100,000
Italy	165,714,000	192,397,000
Luxembourg	654,000	641,000
Roumania	89,416,000	95,657,000
Russian Empire	749,941,000	509,503,000
Switzerland	3,112,000	3,524,000
Canada	205,685,000	215,851,000
United States	720,000,000	621,338,000
India	366,930,000	374,845,000
Japan	24,453,000	24,851,000
Egypt	28,948,000	38,046,000
Tunis	4,226,000	8,635,000
Norway	291,000	270,000
Netherlands	4,608,000	5,566,000
Algeria	27,173,000	36,596,000

Totals 3,255,902,000 3,035,757,000

According to today's cablegram the 1912 production of wheat in the countries which have so far reported to the Institute is 107.2 per cent. of that of the same countries in 1911; barley 105.2 per cent.; oats, 120.7 per cent.; corn, 116.4 per cent.

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Young Canadian Stallions; Mares and Fillies; Shorthorn Bulls and Heifers; Registered Oxford Down Rams, good ones; Yorkshire Pigs, early spring litters, both sexes; and a splendid lot of B.P. Rock Cockerels. All of the choicest breeding and quality. Prices reasonable. Shipping stations, Carman and Roland.

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THIRTEEN THOUSAND FARMERS ALREADY IN THE COMPANY

Every other business is organized, and every day we hear of new amalgamations. Concentration and organization is the spirit of the age. We must concentrate our efforts. Every farmer should be in his own organization. Come in and make another unit in this great fight---"EQUAL RIGHTS FOR ALL."

The past record of our organization shows unparalleled success, and with this success comes useful expansion in other co-operative lines.

We have acquired by lease this season the Government Elevators of Manitoba, and a Terminal Elevator from the Canadian Pacific Railway Company at Fort William.

To operate these elevators it will require a large additional capital, which must be subscribed for by the farmers of the three provinces. Our directors are anxious to extend the co-operative principle to other lines advantageous to ourselves, but are prevented from doing so on account of limited capital.

Subscribe the necessary Stock and your Company will expand

If thirteen thousand farmers can accomplish what has been done in six years, what can be accomplished with the two hundred and fifty thousand farmers in the three western provinces, whose interests are identical with our own, by purchasing stock in this Company, in the years which are to follow?

OUR RECORD

Capital Stock	- - - - -	\$2,000,000.00
Present Assets	- - - - -	1,255,344.29
Paid-Up Capital	- - - - -	586,472.72
Present Reserve	- - - - -	260,520.50
Donated to Western Associations	FOR ORGANIZATION PURPOSES DURING THE YEAR	5,500.00
Donated to other Educational Work during the year		15,502.25
Leaving a Net Profit for the year's business of	- -	121,614.13
Farmers' wheat handled during the present year		28,000,000 bushels

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**WATCH
THIS SPACE
NEXT WEEK**

Fourteen Nations Join in Dry Farming Congress

Lethbridge, Oct. 21.—Under glorious sunshine with the flags of all nations flying just below the Union Jack and the inspiring strains of the bag pipes, the exhibition of the seventh International Dry Farming Congress was opened at 11.30 o'clock. The officers and speakers were grouped in the attraction platform in front of the grand stand. Grouped about the stand were a thousand or more visitors, nearly everyone wearing a badge, a ribbon or a flag.

On the stand were: J. W. McNichol, chairman of the exposition; Hon. Geo. H. V. Bulyea, Hon. Geo. W. Brown, Hon. Martin Burrell, Hon. Duncan Marshall and J. H. Grisdale, director general of experimental farming. The first ceremony was that of handing over the exhibition to the chairman of the Canadian board of control.

In a brief speech J. W. McNichol, chairman, presented the exhibition to Hon. Duncan Marshall, taking occasion to mention that while last year there had been only two provinces and three state competitions, this year there were seven states and four provinces, while representatives and exhibits were present from all parts of the world. In concluding he handed to Mr. Marshall a small glass jar of the wheat that had just won the world's championship, and had been grown by H. Holmes, who lives between Lethbridge and Raymond.

Hon. Duncan Marshall, in accepting the wheat and the exhibition, declared it the biggest thing that had ever been handed to him.

Fourteen National Flags

One of the most charming features was the saluting of the flags. There were fourteen nations represented, and as the flags were carried in, and again as the cadets stood and waved them from the platform, the crowd clapped and cheered while the Carston Choral society sang the international anthem, which, by the way, consisted of a verse of "Rule Britannia," a verse of "the Star Spangled Banner," and "God Save the King."

Welcoming the Delegates

The address of Mayor Hatch was brief, cordial and very much to the point.

Governor Bulyea gave the formal address of the opening on behalf of the Duke of Connaught.

Hon. Martin Burrell, minister of agriculture for Canada, spoke on behalf of the Dominion of Canada, laying emphasis on the need of improved methods of cultivation to reduce the high cost of living by increasing the productive power of the land. Incidentally, he took a little crack at the disciples of taxing the unearned increment on land and pointed out that with dry farming the increment was earned and well earned.

Chinese Delegate Speaks

En Ling Phieh, the international delegate from China, was most interesting. When he mentioned the republic of China, he was greeted with loud applause. He spoke on the large proportion of the lands of China, that were either arid or semi-arid, of the density of their population and the need of improved method of cultivation in order that these lands that are now unproductive may be made productive to help in supporting the great nation. Also the need of improving the fertility of the humid lands, which after being cropped for 5,000 years was becoming exhausted. He stated that his government had been eager for him to attend the congress in order that he might profit by what had been done in this direction by the use of dry farming methods in other countries. He was listened to with profound attention.

Persian Poet and Philosopher

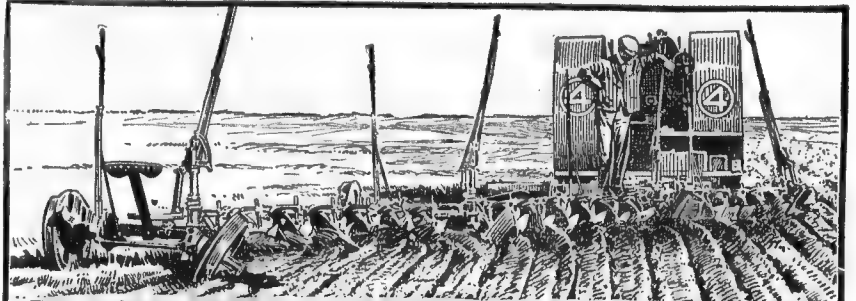
It remained, however, for the Persian ambassador to make the speech of the afternoon. He proved to be a poet, an orator and a philosopher. In opening his address he spoke of the warm friendship which had existed so many years between his own country and Britain and how this friendship had made his government eager for him to attend this gathering in Canada, the great colony of

Britain. He then spoke of farming in his own country, showing it to be part of their religion to cultivate the soil, calling to mind the command of their prophet Zorvaster that every Persian should plant at least one tree every year. He spoke of the Parsees as the best Persian farmers of the present day, because they were the most devoted followers of Zorvaster. From this point his address was a most beautiful picture of how the drawing together of nations in the study of modes of cultivating would make for the peace of the world. The old idea had been that a nation to prosper must be antagonistic to other nations. The ancient Greek had thought all the world barbarians, but his own little nation. Now representatives from many nations came together to study common problems as one big family. Better cultivation of the soil would, he was sure, make for the ultimate peace of the world.

What Dry Farming Is

What dry farming is and what it aims to accomplish was summarized thus today by Dr. John A. Widstoe, international president of the Dry Farming congress.

"Dry farming is a branch of agriculture that primarily aims to conserve, for the use of crops, the moisture that falls as rain or snow. The difference between dry farming and older farming is that the former is simply a question of the conservation of mois-



Sold On Approval

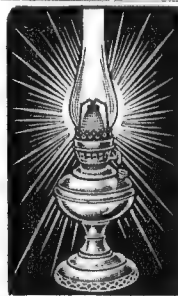
When the manufacturer can afford to sell a farm tractor on approval, there's one thing certain—that he comes pretty near knowing that it will give satisfaction. He could give no more positive proof of his confidence. THE BIG FOUR "30" is the only tractor ever sold on approval. You give it a thorough trial in your own field and do not pay a cent for it until you have satisfied yourself that it will do all that is claimed for it. That's a pretty good way to buy a tractor.



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Tests by Prof. McKergow, McGill University, Montreal, on leading oil-burning lamps show the Aladdin Mantle Lamp is the most economical and gives over twice as much light as the Rayo and other lamps tested. It is odorless, safe, clean, noiseless. Guaranteed. Better light than gas or electric. To introduce the Aladdin we'll send a sample lamp on **AGENTS WANTED** Experience unnecessary. Every home needs this lamp. One agent sold over 1000 on money back guarantee, not one returned. Another sold \$800 worth in 15 days. Evenings made profitable. Ask for agents prices and trial offer **MANTLE LAMP COMPANY 212 Aladdin Bldg. Montreal and Winnipeg, Can.**

FREE

IF YOU CAN
SOLVE THIS
PROBLEM!

FREE

As an advertisement we will give these awards absolutely and unconditionally free to the persons sending in the neatest correct solution of the "TWENTY-ONE PROBLEM." There is positively no lot or chance connected with the solution of this problem. It is a contest of skill. The neatest correct solution of the problem will be awarded the Piano, and the other awards will be distributed in the order of merit. Everybody who sends in a correct solution will be awarded a prize.

First Award A Beautiful Doherty Upright Piano Value \$425
Second Award A \$375 Upright Piano for \$125
Third Award A \$375 Upright Piano for \$150

4		
	7	
		10

Fourth Award A Beautiful Violin, complete with case
Fifth Award A Handsome Guitar, complete with case
And 88 additional awards to the next 88 neatest correct solutions

DIRECTIONS:—Take the numbers from 3 to 11 inclusive, and place them in the squares so that when added together vertically, horizontally and diagonally, the total will be TWENTY-ONE. No number can be used twice. Use this or a separate piece of paper or material.

The gentlemen who have consented to act as Judges are a guarantee that the awards will be distributed to those who are entitled to them.

In case of a tie, the Judges being unable to decide between any two solutions, each will receive equal awards.

Don't Delay! Send in your Answer quick You may get this Beautiful Piano

All Answers must be in our Store on or before Thursday, November 14th, 1912

MAIL OR BRING YOUR SOLUTION TO DEPT. G

W. DOHERTY PIANO AND ORGAN CO. LIMITED

CALGARY BRANCH:

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ture, while the latter has for its fundamental the conservation of fertility.

"Dry farming has three-fold principles. Its first aim is to store in the soil the falling moisture so that the action of drought might be eliminated and the soil be made to yield more uniformly year to year. In the second place, it extends to the irrigated area by teaching the irrigation farmer to store in the soil the falling moisture and make less the need for irrigation. The third aim is to reclaim for agricultural purposes that portion of the earth's surface which has hitherto been looked upon as irreclaimable—the portion which has only 20 inches of net precipitation annually."

"As this portion of the earth's surface," concluded Dr. Widstoe, "is about six-tenths the whole area, it is plainly seen that this aim will in time become the greatest of all."

Prof. Bedford, deputy minister of agriculture for Manitoba, referring to the extent of Western Canadian territory interested in dry farming, pointed out that a great section of Southern Manitoba, particularly around the Melita district, was dry and sandy, as were Southern Saskatchewan and Alberta and parts of British Columbia, and needed dry farming methods.

Western Canada Captures Prizes

Western Canadian farmers made a good showing when the first half of the prize list was issued tonight. In the first place, H. Holmes, of Raymond, Alberta, captured the sweepstake prize open to the world for the best bushel of hard wheat; while out of 46 prize winners and "favorably commended" in the wheat, barley and oats classes over 40 were Canadian farmers.

Mr. Holmes, speaking of his success tonight, said it was a noticeable feature of his attainment that this, the highest prize for dry farmed wheat, was the same kind of wheat with which Seagar Wheeler created the world's championship—Marquis. Incidentally it was Wheeler's success at New York which caused him to choose Marquis for his prize cultivation. Some of the seed came from Magrath, some from Macleod, some from the provincial show at Calgary, some from Winnipeg, and some from Seagar Wheeler himself.

"This was all sown in the same field," said Mr. Holmes, "and sown deeply. Being deeply sown was, I believe, the reason it weathered the June drought. It yielded 31 bushels to the acre."

The champion dry farmer, who is a Mormon, hailed originally from Utah, where, in the early days, "they had to dry farm or quit farming." In 1900 he joined the trek to Southern Alberta, where he took up land, trying to farm it to the best of his ability on scientific lines. He contended with his neighbors against irrigation in favor of dry farming, and carried on his scientific methods, sending his son, Henry M. Holmes, to the Ontario Agricultural college. His prize wheat weighs 65½ pounds to the bushel.

When the Holmes award was published a complaint was immediately registered by F. W. Foster, of Pincher Creek, whose exhibit was grown on the farm of R. C. Hansen, Pincher Creek. Foster declares his wheat goes 68 pounds to the bushel.

Officers Elected

The principal business of the Wednesday evening session was the election of officers. Hon. W. R. Motherwell, Saskatchewan's Minister of Agriculture, was unanimously elected president of the congress; Dr. John A. Widstoe, the retiring first official, becoming the honorary vice-president. The American vice-presidents elected were Professor William Jardine, Kansas; Daniel Morgan, Spokane, Washington; R. A. Fredricks, Prescott, Arizona.

International vice-presidents were then elected, the result being:—

Division for the British Empire—Alberta section (unreported); Australian section—Niel Nielson, New South Wales; British Columbia section—Hon. H. Bostock; Saskatchewan—Professor E. Brocken; Manitoba—(unreported); South Africa—General Louis Botha; India—Hon. Leslie Coleman. In addition vice-presidents were elected for all the foreign countries represented.

Wire Fence Prices



HAVE ADVANCED

The Sarnia Fence Company, Limited

SARNIA - ONTARIO



Are you aware of the fact that the price at which we are selling the finished woven wire fence is less than the actual cost of the wire on the open market today? Are you aware that the only thing between the farmer, and higher prices for fence, is the contract which we, The Sarnia Fence Company, hold with our wire makers to furnish us with wire at an agreed price for a certain period? When the amount of wire which we have contracted for is used up, we must pay more for our wire, and we in turn must increase our price of fence.

Until The Sarnia Fence Company's direct to the farmer policy became the dominant factor in the Canadian field, the price of fence has always been advanced as soon as the wire market would permit it, and the farmer had no option but to pay the advance.

Now we are going to sell at our old prices as long as our contract will permit, and we urge every farmer to take advantage of our offer, and purchase his fence at the earliest date possible. Orders will be filled in the order in which they are received, and the farmer who gets his order in first is surer of getting his fence at the low price, than if he waited until the usual time, and then found that others had got in ahead of him, and he was left to pay the higher price.

On account of our offering to continue our extremely low prices to the farmer, in the face of advanced prices all around us, it is likely that the demands made upon us will be so great that our supply will be taken up long before the fence season opens, we therefore cannot urge upon you too strongly the necessity of your placing your order at the earliest date possible. Send your remittance with your order, and we will guarantee to deliver at the prices below, as long as our stock will permit. State in your order whether you wish your fence shipped at once or held and shipped at a later date.

The Sarnia Fence Company's direct to the farmer policy has saved the farmers of Canada many thousands of dollars. We shipped over seven hundred carloads of ROYAL Fence during 1912. We number our pleased customers by the hundreds of thousands. The above offer is another proof of our loyalty to the farmer. We propose to protect him to the utmost of our ability. Our well known guarantee YOUR MONEY BACK, AND WE PAY FREIGHT BOTH WAYS, IF DISSATISFIED, holds good on every bale of Royal Fence. READ THE PRICES, GET YOUR ORDER IN TODAY, SAVE FOR YOURSELF WHAT HAS NEVER BEEN OFFERED TO THE FARMER BEFORE.

5-40-0—Has 5 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 10, 10, 10. Price per rod	17c
6-40-0—Has 6 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 7, 7, 8, 9, 9. Price per rod	19c
7-40-0—Has 7 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 5, 6, 6, 7, 7½, 8½. Price per rod	21c
8-34—Has 8 line wires, 34 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3½, 3½, 4½, 5½, 6, 8. Price per rod	25c
8-40—Has 8 line wires, 40 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 4, 5, 6, 7, 7, 8. Price per rod	26c
7-48-0—Has 7 line wires, 48 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 5, 6, 7, 9, 10, 11. Price per rod	22c
8-48—Has 8 line wires, 48 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 4, 5, 6, 7, 8, 9, 9. Price per rod	27c
9-48-0—Has 9 line wires, 48 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 3, 4, 5, 5, 6, 8, 8, 9. Price per rod	27c

9-48—Same as 9-48-0, with 12 stays to the rod. Price per rod	29c
10-50—10 line wires, 50 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3½, 3½, 4½, 5½, 6, 8, 8, 8. Price per rod	31c
11-54—Has 11 line wires, 54 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3½, 3½, 4½, 5½, 6, 6, 6, 8, 8. Price per rod	35c
15-50P—Stock and Poultry Fence. Has 15 line wires, 50 in. high, 24 stays to the rod; top and bottom No. 9, filling No. 12. Spacing very close for poultry. Price per rod	35c
Staples, galvanized, 1½ in., per box 50 lbs.	\$1.40
Brace wire (soft), 25 lb. coil, each	75c
Barb wire, galvanized (two point), 30 rod spools, each	\$2.00
STRETCHER—An all-iron stretcher, top and bottom draw, very heavy chain. Extra, single wire stretcher and splicer, freight paid with fence orders only	\$7.50

Farm Gate, made of 1½ in. Tubing, filled with all No. 9 Wire, 12x48. Each	\$4.00	Farm Gate, 13x48. Each	\$4.25	Farm Gate, 14x48. Each	\$4.50	Walk Gate, 3½x48. Each	\$3.00
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The above prices include freight prepaid by us to any railroad station (electric and boat lines not included), south of North Bay in Old Ontario. We do not prepay freight on gates, stretchers, barb wire, brace wire or staples, except when ordered shipped with fence.

Customers in New Ontario, Quebec, Maritime Provinces, and the Northwest may deduct 2c per rod from the above prices of fence, 25c from the gates, stretcher and barb wire, 10c from the brace wire, and 15c from the staples, customer to pay his own freight from Sarnia. Write us, tell us what style you want, and we will tell you what your fence will cost you after paying your freight. We have never yet found a locality in the Dominion of Canada where our price with the freight added was not less by a good margin than your local dealer or agent will ask you.

We urge you to get your order to us without delay, in order to save the advance. Remit cash with your orders. These prices on Fence are less than the actual cost of wire on the open market today, and in order to prevent speculators from placing large orders, thus depriving the farmer of this advantage, we reserve the right to refuse any orders which in our judgment, would come under this head.

The Sarnia Fence Company, Limited - Sarnia, Ont.

EXTENDING PERIOD OF NAVIGATION

Ottawa, Oct. 21.—In an endeavor to avert a grain blockade Hon. Robert Rogers has been working on a plan to extend the period of navigation on the Great Lakes by a month so as to get down that much more grain by water. Arrangements for ice-breakers at Port Arthur and Fort William have already been made so that that phase of the situation has been met. The main obstacle has been the subject of insurance. Today Mr. Rogers had a conference with R. J. Dale, vice-president of the Montreal board of trade and representative of big insurance interests. The whole problem from every standpoint was thoroughly discussed and Mr. Rogers said at the close of the conference that he was very hopeful that a satisfactory arrangement would be reached between the shippers and insurance

men, for a prolongation of navigation. An announcement will be made shortly.

WANT HIGHER STEEL DUTY

Ottawa, Oct. 23.—The demand of the iron and steel manufacturing interests for increased tariff protection is being renewed. An influential deputation of iron and steel representatives will wait on the government on Friday next to again argue a tariff change in their favor as a compensation for the complete stopping of the bounties last year. The deputation will present elaborate facts and figures to show that the present protection, said to be only about ten per cent., is insufficient to meet on fair terms German, British and American competition.

When the present government came into power the steel interests believed that their request would be favorably considered, and it is understood that

when the question was placed before the government last session a tacit promise of favorable consideration was given. However, the opposition in caucus of the Western Conservative members and of some of the rural members from Ontario led finally to the turning down of the proposal by the government. This session the steel men expect to gain their request.

It is to be noted in connection with one phase of the steel industry that enormous quantities of steel rails have this year been imported into Canada in the face of duty of \$7 a ton general, and \$5 a ton preferential on account of the inability of the Canadian mills to supply the demand. In view of these facts there has been some agitation in the West where railway expansion has been retarded through scarcity of rails to have the duty removed or reduced until the Canadian companies have filled their orders, which are already behind.

OFFICERS:

Hon. Life President:
E. N. Hopkins

President:
J. A. Maharg Moose Jaw

Vice-President:
Charles A. Dunning Beaverdale

Secretary-Treasurer:
Fred. W. Green Moose Jaw

A CASE FOR SAMPLE MARKET AND INTERIOR TERMINALS AND INSPECTION

On a recent visit to the Chief Grain Inspector's office at Winnipeg, Mr. Serle came in with a sample of stuff taken from a car which he said was from Saskatchewan, near Saskatoon. It was the worst mixture I think I ever saw shipped. It had been threshed a little too soon, was noticeably cold and tough. The test showed it contained 18 per cent. small seeds or 190 bushel out of the 1000 in the car. It contained further 23 per cent. of wild oats, or 230 bushels—420 bushels, or 42 per cent. waste. Asked as to how he would designate it Mr. Serle said it was 2 Nor. tough, rejected for wild oats, 19 per cent. dockage for seeds. Another car was shown, fairly clean but Tough 2 Nor., rejected for wild oats, containing 5 per cent. wild oats, from near Moose Jaw.

From these two cars there is two or three little sums in arithmetic which is an eye opener. It is estimated that it costs 15 cents per bushel to harvest and thresh grain, 25 cents per bushel on an average to deliver it to the shipping point in the Interior, and 10 cents freight to Fort William. Thus, the farmer who shipped the first car paid 50 cents per bushel for delivery to Fort William, the 420 bushels—\$210.00.

But that was not the worst of it. Mr. Serle explained that after taking the seeds out, the two cars would be binned together and would be called 2 Nor. tough, rejected for wild oats. If two cars of this class of 1,000 bushels each were put in the terminal bin, the one car containing 23 per cent. and the other 5 per cent. of wild oats, the bin would then contain 86 per cent. wheat and 14 per cent. wild oats, and the price of the whole based on the output of the bin. If the wheat in this was worth \$1.00 per bushel the value of the grade would be 85 cents per bushel. Apply this to the cars in question and the Saskatoon man would, therefore, be getting 86 cents for his 77 per cent. wheat while the Moose Jaw man would be getting 86 cents per bushel for his 95 per cent. wheat. The one losing, the other gaining 9 cents per bushel. The one shipping the most wild oats getting a bonus of 9 cents at the expense of the other.

Further, if by any means in this transaction the Terminal Elevator man was unable to operate his cleaner properly in taking out the seeds referred to and left in 5 per cent. out of the 19, the bin might contain about 2 per cent. seeds and further reduce the value to 83 cents, and in putting out the amount called for by the warehouse receipts he would have 50 bushel 2 Nor. rejected for wild oats left in the bin. Another perquisite to the elevator man at the expense of the Moose Jaw man.

This is one reason why many desire a sample market and is a strong reason why Interior terminal houses should be erected and new inspection divisions laid out so that grain could be treated properly inland and not allowed to leave the inspection division until it is, so that only clean dry grain would be sent out.

F. W. G.

THOUGHTS FOR THINKERS

As we travel this country at this time of year we are reminded what a glorious country it is, what a flood of beauty seems to fill it; hills and dales, park, country and prairie. Millions of stooks, thousands of threshing machines and threshers. What a hum, what a dust, rumbling grain laden wagons, and popping elevators. As we take in the sweeping view our hearts swell with joy and gratitude. The chameleon-like ever-changing scene as the train rushes on. The highly colored foliage, cawing rooks, congregations of blackbirds, coveys of prairie chickens, lowing herds, white painted homes and their red barns. Here and there the naked stubble field with its shapeless straw pile or the smoking remains of it. Next to it the summerfallow, covered

Saskatchewan

This Section of The Guide is Conducted Officially for the Saskatchewan Grain Growers' Association by Fred. W. Green, Secretary, Moose Jaw, Sask.

with wild young growth. Oh the weeds! the weeds! the weeds of life! How difficult they are to control and worse yet an old straw pile, a useless, wasteful nuisance.

Here a flock of sheep; and a fallow which was clean. Here a potato field with rows of sacks like granite pillars, and yonder a little cemetery with its sentinel-like stone fingers pointing upward glistening in the morning sun. The whole scene telling one of beauty, one of business, of rush and seeming contentment and yet the story that "Life is real, life is earnest," and throwing out the hope that the grave is not its goal. "Dust thou art, to dust returneth, was not spoken of the soul." Yes the soul, oh for an enlargement of soul.

A recent issue of Dun's Review states business and trade at Montreal, Toronto, Quebec, Winnipeg, Saskatoon and Calgary are excellent. Railway earnings have increased 12 per cent. over same period of previous year and declares that the satisfactory crop now assured enables them to predict marked activity for every line of trade. Yes, it is the crops on which it all depends.

Recently a nobleman shot a couple of mountain sheep in Jasper Park, out West, and went proudly into camp exhibiting his game. A constable arrested the aristocrat. The stranger protested his innocence of the Park and law regarding it, or the game. The Park Commission-

1,000,000 bushels—500,000 bushels of which is street grain sold to dealers at a spread between street and track of 5 cents per bushel.—\$25,000 per day. Five hundred thousand bushels through the elevators per day at 2 cents—\$10,000. One cent commission per bushel—\$10,000—\$10,000 per day to terminal elevators. 10 cents per bushel to railway men—\$100,000 with a few perquisites thrown in, such as 20,000 bushels of screenings and a donation of \$2,000 freight on the same, making a total paid to the little group called Winnipeg Grain Exchange of \$55,000 per day and \$100,000 per day to the railways. Does not this look like rather a lavish wage bill on the part of the farmers? Are they not paying their hired servants fairly well?

And now a commission to find out why there is a decline in beef production. Well, we suggest as a starter that the high price of land, building material, implements and money for such investments, then for an ordinary man to start in to raise a steer fit for market, an operation taking some three or four years, during which, he must wait for his wages and board himself, that is a pill a little too bitter for most city swells or "street and walker" men to swallow, and even farmers may be excused for refusing to indiscriminately rush in to such a business, especially when they know that if they happen to be caught with three or four steers on hand, that the prices would likely be beat down to such an extent that after the interest and de-



J. G. McNamee, Kuroki, Sask., one of the thousands of farmers who want Wider Markets and Reciprocity

er was wired, the gentleman's position and condition related. He was released and the whole thing was taken as a joke. This was doubtless right, we are glad no indignity was offered, but submit that this had been a prairie farmer so ignorant of place or law, he would likely have been sent down for six months.

Rev. R. M. Hamilton, of the Dominion Alliance, offers mixed farming as a cure for intemperance amongst farmers. Some other thoughtful brother tells us to feed our wheat to hens to relieve the car shortage and grain blockade. One is just as sensible as the other. Farmers had better send these fellows to Parliament to represent them. The car shortage and blockade is now in the hands of the Dominion Government and Grain Commission. The question of intemperance is in the hands of the Government who keep legalizing the traffic to pay the hotel bill of travellers, many of which ride on a pass. Would it not be a crime if farmers should try to take in hand the adjustment of these things?

Reports show a larger use of loading platforms this year than previously. Well, is there any operation on the farm at which the farmer can save money faster? A co-operative wagon scale, an economy cleaner on the thresher, weigh and put your own grain in the car, save useless expenditure. Oh yes, one thousand cars of grain per day inspected at Winnipeg—

preciation of the plant was paid, there would be nothing left for the labor.

F. W. G.

ANOTHER IDEA—NEWMAN—MEETING ON A LAKE

Enclosed you will find money order for \$5.50 being subscriptions for eleven members, of our newly formed branch of the G.G.A. I received your letter and the literature safely and at our meeting on the 25th we were able to get things into shape a bit. At our organization meeting we had no copies of rules or any literature and I am afraid we rather duplicated some of the offices. For instance, we elected four vice-presidents, one from each township in the school district, whereas the constitution or calls for one. We also elected a committee of seven. We had some discussion as to whether we should alter them in order to be in line with the constitution, but we eventually decided to leave them as they were for this year and I don't suppose two or three extra officers will make any difference. We have decided to hold our meetings once a month throughout the winter, commencing on October 25. The meetings will be held in Armadale school-house, on Friday, on or before full moon. Perhaps eleven members do not seem many to start with, but owing to repeated crop failures in this district, money is rather scarce. I am pleased

Directors:

At Large:—E. A. Partridge, Sintaluta; F. W. Green, Moose Jaw; George Langley, Maymont; A. G. Hawkes, Percival; J. B. Musselman, Cupar; James Robinson, Walpole.

District:—No. 1, O. R. Gould, Manor; No. 2, Thomas Alcock, Belle Plaine; No. 3, Frank Burton, Herbert; No. 4, J. F. Reid, Orcadia; No. 5, W. H. Lillwall, Colonsay; No. 6, G. H. McKeague, Fertile Valley; No. 7, O. W. Hawkins, Valparaiso; No. 8, A. Knox, Prince Albert; No. 9, A. J. Greensill, Denholm.

to say, however, that this year the crops are good and I shall doubtless be sending you more subscriptions after our next meeting as I have received about twenty names altogether. I will enclose the names of our officers.

WALTER NEWMAN,
Sec'y Meeting Lake and District G.G.A.

Sec. Meeting Lake G.G.A.,

Yours of the 10th inst to hand containing \$5.50 membership fees from Meeting Lake association. We thank you very much for this. We are glad that you have organized and trust you will be able to increase your membership largely. Also that you will arrange a program for your meetings, setting out what the main subject of the meeting will be (after the business has been transacted) and appointment beforehand of men to take the lead on these subjects and then throw the meeting open for discussion afterwards. Also bring your women and children. You have no idea what a general uplift this is to your district and what a splendid useful channel the Association may become in presenting matters concerning your district to the powers that be. Further, you are an immense assistance to the general Association. We trust you will be able to send delegates next winter to the big Convention at Saskatoon. We are enclosing you a copy of the constitution. We are short of them at present or would send more. I do not think it is a bad idea to have appointed a vice-president for each township. It is a new one and it will be well to note the results. Glad to hear you have a good crop this year. Shall be pleased to hear from you any time as to procedure of your meetings.

F. W. G.

Would you please send us some constitutions of The Grain Growers' association. We are having considerable trouble over cars here but the Grain Growers are going to make farmers and every one else live up to the requirements of the Act.

W. A. BAIRD,
Sec'y Sovereign G.G.A.

Yours of the 11th inst to hand asking for constitutions. We herewith enclose you one. We are sorry we have not a larger supply of these on hand or would send you more. We however, expect to have more shortly and if you desire a further supply later we shall be pleased to send you same on request. We also enclose you a new Grain Act for which you might remit us 25 cents. Nothing seems valuable unless it is paid for. If you get well acquainted with the provisions of the Act it will save you \$250.00. You say you are having lots of trouble with cars but that the Grain Growers' association are going to make farmers and everyone else live up to the Act. Good for you. Could we but have such a spirit in all our Grain Growers' associations we would both be respected and feared at home and abroad.

F. W. G.

Spectres of the Night

This 187 page book is described by Will Carleton, the famous poet, as "interestingly revolutionary." It is a Saskatchewan Grain Grower's startling view of some of the riddles of creation. He holds the earth to be a hollow sphere and the interior of the earth is the laboratory of life, where all life is originated and later spreads to the surface through the openings at the poles. If Cook and Peary had continued they would have reached a "Garden of Eden" beyond the frozen north.

50 CENTS POSTPAID

Address: J. E. PAYNTER, Tantallon, Sask.

WHEN WRITING TO ADVERTISERS
PLEASE MENTION THE GUIDE

Reciprocal Demurrage in the U.S.

Continued from Page 7

tion of a day's delay after expiration of free time upon demand in writing made within thirty days thereafter by the shipper; provided failure on the part of the shipper to make the demand on the railroad company shall not release the railroad company from liability to the shipper from said forfeiture or demurrage charges."

Section 2. "When freight in car loads or less is tendered to the railroad company and correct shipping instructions given, the railroad agent must immediately receive the same for shipment and issue bills of lading therefor and whenever such shipments have been received by any railroad company they must be carried forward at the rate of not less than sixty miles per day of twenty-four hours, computing from 7 a.m. the day following the receipt of shipment, and for failure to receive and transport such shipments within the time prescribed, the railroad company so offending shall forfeit and pay the shipper the sum of \$5 per car per day or fraction thereof on all carload freight and one cent per 100 pounds per day or fraction thereof on freight in less than car loads with a minimum charge of 5 cents for any one package upon demand in writing by the shipper and other party whose interest is affected by the delay; provided that in computing the time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or rehandling of freight is involved (Sunday and legal holidays being excepted)."

Virginia

Rule 2. "When freight in proper condition either in car loads or less is tendered to a railroad company for a point on its own road or for a point beyond its road to which it forms part of a through route and correct shipping instructions given the railroad agent must immediately receive the same for shipment and issue bills of lading therefor. When so received shipments must be carried forward over each road which handles them at the rate of not less than fifty miles per day of twenty-four hours, computing from 7 a.m. the day following receipt of shipment at point of origin. For failure to receive and transport such shipment within the time prescribed the railroad company or companies so offending shall forfeit and pay to the consignee or his assignee in writing having a substantial interest for time during which delay continues the sum of \$1 per car per day on all carload freight, and one cent per hundred pounds per day or fraction thereof on freight in less than carloads with minimum charge of five cents for any one package upon demand in writing by such claimant."

Rule 4. "Railroad companies shall deliver freight at their depots or warehouses or in case of shipment for track delivery on their own line or private sidings used in connection therewith shall place loaded cars at an accessible place for unloading within twenty-four hours after arrival, computing from 7 a.m. the day following the arrival of same unless withheld for any reason for which the consignee may be responsible. The consignee or his assignee in writing having a substantial interest shall be paid \$1 per car per day for each day or fraction of a day such delivery is so delayed."

Missouri

Section 3108. "It shall be the duty of every railroad company operating a line of railroad wholly or in part within this state for the transportation of freight upon the written application of any shipper to its station agent in charge of transportation of freight for a car or cars to be loaded with freight other than live stock, coal or coke, stating the character of freight and its final destination to furnish said car or cars within four days from 7 a.m. of the day following such applications. Or when such application specifies a future date when such cars are required giving not less than four days' notice thereof, it shall be the duty of said company to furnish said car or cars on the day specified in said application.

For failure to comply with this section the said company shall forfeit and pay to the shipper applying for said car or cars the sum of \$1 per car per day or fraction of a day's delay after free time, Sundays and holidays excepted, together with all actual damages the said applicant may sustain thereby."

Section 3109. "When such freight

in carloads or less is tendered to such station agent and correct shipping instructions given it shall be the duty of said company who immediately received the same for shipment and issued bills of lading therefor and when such shipments have been so received they must be carried forward at the rate of not less than sixty miles per day of twenty-four hours, computing from 7

a.m. of the day following receipt of the same, and for failure to receive and transport such shipment within the time herein prescribed said company shall forfeit and pay to the consignee the sum of \$1 per car per day or fraction thereof on all carload freight, together with all actual damages, the consignor or consignee may sustain thereby, pro-

Continued on Page 22

MEERSCHAUM
SMOKING TOBACCO

MEERSCHAUM
AN ABSOLUTELY PURE
SMOKING TOBACCO
10c. PER PACKAGE.

The Immigrants' Impression of Port Arthur
Thomas (from Yorkshire)—"There are the lights of Port Arthur, the Portal to the West."
Andrew (from Fifeshire)—"They're no so bright as Glasgow—whisht, do I no see a tobacco shop? Do ye ken if we could get MEERSCHAUM Smoking Tobacco there?"
Thomas (from Yorkshire)—"Yes, all the stores in Port Arthur have MEERSCHAUM. The Western men like this fine blend of Virginia and North Carolina tobaccos. It's a great favorite all over Canada."
Andrew (from Fifeshire)—"I like Port Arthur—an' Thomas, do you see how bright the lights are?"

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IMPERIAL TOBACCO CO.
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AGENCIES THROUGHOUT CANADA.

Sunshine

The Grain Growers' Sunshine Guild

HOW YOU CAN HELP EACH OTHER AND HELP ME

But first of all before I go a step farther I want to answer a question that has been asked me several times, as to whether or not I am a woman. Indeed, I am and not only a woman but a woman's woman. I can't deny that my parents did give me a masculine name, but that does not alter the fact that I am a woman and very deeply interested in everything that concerns my sex. I think you must feel that or you wouldn't write me the nice letters you do.

But to return to the text. Several readers have sent me in word that they are sending clothing in here. Please don't. I would much rather, if you don't mind, that you would get the address from me of someone who needs clothing and send it direct. Will you do this? It will save paying double express and insure the parcel reaching its destination in the shortest possible time.

THE COUNTRY WOMAN'S EXCHANGE

Some time ago "Worker" wrote that she wanted work in the West, and I sent her a great pile of letters. Then "Kew Gardens" wanted a man to help on the farm and we had a great many applications. It was a pleasure to do this for our subscribers, but now that winter is coming we will have so many letters ahead that we can't promise to publish the letters perhaps for weeks after they are received. So we have been thinking of starting the Country Woman's Exchange, where our readers can make an announcement of anything they have to sell or air their wants. What do you think of it, sisters of mine? Would you like to have a department of this kind? Please write and tell me exactly what you think of the idea and whether or not you think it would be of use to you.

THE OTHER SIDE OF THE QUESTION

Dear Sunshine:—I have been for years an interested reader of and subscriber to The Grain Growers' Guide and especially of the women's pages. But I have never yet written to help fill your W.P.B. Taking up your issue of August 28, I was struck by the very sensible letter of Aida, in reply to Lorna Doone, so I venture to write my poor opinion.

Dear Sunshine: how many of us women really try to help these poor fallen sisters of ours? I have known women to insult and despise a helpless girl that has been dragged down by their own sons or brothers. How many times are we to blame if girls once led astray fall still lower? The women calling themselves by the sacred name of Christians are often more ready to gossip about a poor fallen woman than the women of the underworld.

How can a girl rise if not by the help of others? God has made His children His humble instruments to help the fallen. If an employer throws mud and soils a girl's name, thereby shutting all avenues of honest toil, what can a girl do? Where can she go? I have had twelve girls at once and, thank God, I never had a bad one. I have had girls from homes and girls that I knew had once been led astray. But I always found some good in all and I know that such girls will rise above their weakness and make good wives and mothers, if they are given an honest helping hand. I have never made a practice of gossiping about my help and therefore have had no trouble with them, many of whom have made excellent marriages from a worldly point of view. Many mistresses think a little lighthearted fun is sin if it is the hired girl that enjoys it. They want one as stupid as a mule and capable of bearing a mule's burden.

I am thinking that Lorna Doone has been so sheltered all her life that she doesn't know the temptations a pretty working girl has to face. There are lots of virtuous women that think these girls beneath them, when, at the same time,

if they were thrown on their own resources, they would probably listen to the voice of some temptor who used the sacred name of love only to ensnare and betray.

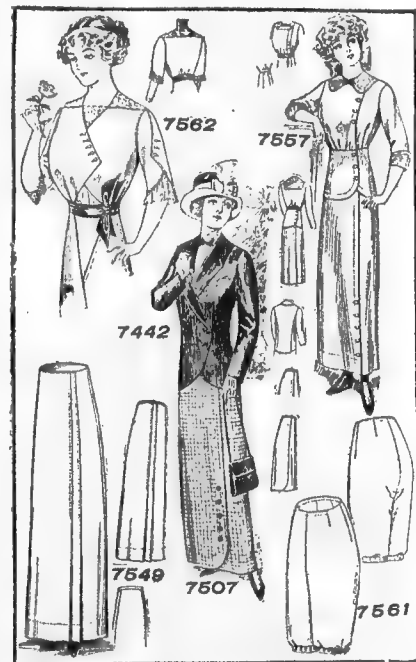
I have been for fifteen years a nurse and have been thrown in all kinds of company and I have heard with sorrow many stories of these poor sisters of ours. Many have said that only for the careless gossip of their employers they would not be forced to sin or starve. In a large hospital one sees human nature in many different guises and I think it either purifies a woman or hardens her. Pardon my long letter, dear Sunshine, but I feel very strongly on the subject.

Don't you think we should keep our domestic troubles out of the Sunshine page and send only the bright and cheerful things? Lorna Doone's letter will neither help her work nor help the poor victim of her pen to rise above her present state. Write again, Aida, such letters as yours help all true women.

Hoping I have not filled the W.P.B. I will sign myself

LILY OF THE WEST.

When I was a little girl my father taught me how to walk about in the dark without danger of running into the edge of a door. I was to carry my arm in front of my forehead a few inches before it, then there would be no danger of bumping my head.



CHARMING MODELS THAT ARE NOVEL AND NEW

7562—Fancy Blouse, 34 to 40 bust. With Edges Over-Lapped in Envelope Style, with Square or High Neck, with or without Lining with Under-Sleeves.

7557—Semi-Princesse Dress for Misses and Small Women, 16 and 18 years. With Four Gored Skirt that can be made in Panel Style or Gathered at the Back, with High or Square Neck, Three-Quarter or Long Sleeves.

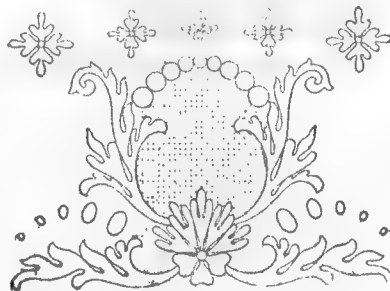
7442—Single Breasted Coat, 34 to 44 bust. With Cutaway or Straight Fronts, Elbow Sleeves in Bell Shape or Long Sleeves that can be made Bell Shaped or Plain. 4 1/2 yards of material 27 inches wide, 3 1/2 yards 36, 2 1/2 yards 44, with 1 yard 27 inches wide for collar and trimming, for medium size.

7507—Four-Piece Skirt, 22 to 32 waist. With High or Natural Waist Line. 5 yards of material 36 inches wide when material has figure or nap, 2 3/4 yards 36 when material has neither figure nor nap, for medium size.

7549—Four-Piece Skirt, 22 to 32 waist. With Side Plaits at Left of Front and Right of Back, with High or Natural Waist Line.

7561—Closed Dart Fitted Knickerbockers, 24 to 34 waist. With Knee Bands or Hems and Elastic. 3 1/2 yards of material 27 inches wide, 1 yard of heading, for medium size.

The above patterns will be mailed to any address by the Fashion Department of this paper, on receipt of ten cents for each.



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Young Canada Club

By DIXIE PATTON

ABOUT THE CAMERA COMPETITION

I am expecting some very quaint pictures of the oldest inhabitant, by which I mean almost any person or object in your district that has numbered a good many years. I want you to send me as clever a picture as you can.

For example, once upon a time a girl was asked to take a picture of "At the Gate," and what do you suppose she took? It was the picture of a man and a woman and a little girl who had just come to this country from a foreign land. The man and the little girl were carrying bundles and the woman had in her arms a little baby. In the background you could see the big ship on which they came. Do you see the point? These people were "At the Gate" of a new country. Now, wasn't that clever?

But I believe we have Young Canadians who are just as clever as any little girls anywhere, and I am, as I said before, looking for some splendid pictures.

Please send them to me just as soon as you get them developed so that if they go astray in the mail they will have time to find their way back again.

Any boy or girl under seventeen may send us photographs.

You must get your teacher or one of your parents to certify that you took the picture yourself and that the age given is correct.

All photographs must be on my desk not later than November 15.

GETTING READY FOR THE WINTER

Some flowers, when the wind whispers to them that Winter is coming, open the shells where they keep their seeds and give them to the wind to scatter about. They do this because they know that they themselves are going to die and they want their children to live after them. Other plants when they hear that Winter is coming drop their seeds down on the ground and cover them with leaves so that Winter cannot find them.

The squirrel family, when they hear that King Winter is on the way, get very busy. They go out and gather nuts and pile them away in hollows of the trees so that they will have plenty to eat during the long, hungry days when Winter rules the land.

Now, I want you to tell me what you know about the way some animal or plant or bird prepares for winter. I will give three good story books for the three best stories received.

Any boy or girl of seventeen years or under may send us a story, but the story must be true.

All must get the signature of teacher or parent to show that the story is their own work and that the age given is correct.

All stories must be on my desk by November 30.

DIXIE PATTON.

Address all letters to Dixie Patton, Grain Growers' Guide, Winnipeg, Man.

MY UNLUCKY DAY A Prize Story

I arose early one morning about five o'clock planning to take a trip to the lake, which was about twenty-three miles away, along with several others. The first unlucky event of this particular morning was that it was raining. This was very disappointing, as I had been looking forward with great anticipations of pleasure to this eventful day. The carriage had been cleanly washed for the occasion and would be splashed with mud in a very short time on account of the extremely wet and muddy condition of the roads. The lunch had been prepared the evening before and therefore we were not delayed by making it up. But bad luck

never comes singly and so it happened this morning. We intended to leave about six o'clock in the morning, but things do not always turn out as we would like them to, and it was almost seven before we managed to get started on our journey, and we somehow contrived to forget nearly half of the articles we had intended to take, including the butter and jelly, which we were going to take with us.

Although the rain had ceased there were still threatening indications of more, which we viewed with concern. When we had travelled about half of our journey we called at a town to procure a few oranges, lemons and bananas, the last of which were almost half rotten. When we arrived at our destination we went directly down to the beach, forgetting to hire bathing suits in our hurry. When at last the shore was reached we took a stroll along the beach admiring the great heaving billows, as they chased each other in ceaseless succession reaching their white crested arms toward the pebbly beach. We stood in silent contemplation for some moments, until suddenly a member of our party informed us in a rather startling manner that her feet were getting wet. We discovered this fact in time to save ourselves from being completely enveloped in a huge wave which seemed bound to reach its prey. We passed a pleasant ten minutes in which no catastrophe occurred worth relating. A boat was hired for our accommodation. We clambered into the boat, wetting our feet in the process and splashing our dresses with mud.

When we had proceeded about ten feet from the shore one of the occupants of the boat became very nervous, and swaying unsteadily in the boat, we were all capsized into the water, the only lucky thing about it being that we had by this time procured our bathing suits and we were able to swim to shore with the aid of some others who seeing our plight promptly employed themselves in rescuing us.

We got into dry clothing again, and taking our lunch we wandered about until we found a favorable place to eat our lunch. There was a large river flowing into the lake, which we at once made for. Having two boats we started for a row down the river. We had been on about half an hour when the party in the foremost boat, of which I was a member, struck a large stone about midway in the river. The boat clung to it like a brother and it was a very difficult task to loosen its hold. With the aid of all hands it was at last safely launched again into the river, and it continued smoothly on its course for a time. We had traversed a considerable distance when suddenly a squall arose, nearly upsetting our boat again. We quickly made for land and when climbing the slippery banks of the river I fell, leaving a muddy streak from my fingers to my shoes. We then went and got our lunch, spread it out under a tree and were just going to commence when it started to rain—bad luck again. We quickly gathered up our lunch and made haste to get under cover of the carriage, to continue our interrupted meal. It was about six o'clock when we at last concluded our repast, and everyone was preparing to take their departure for home and we did likewise. The male members of the party got the horses out of the stables, hitched up and brought the carriage. We managed to get our shoes full of sand in our efforts to reach the carriage and our feet were very uncomfortable. It rained all the way home. One of the horses lost a shoe and limped along, and the other got a large stone in its hoof and limped also. At last we reached home in this sorry plight with our limping steeds presenting a very forlorn spectacle. It was almost ten o'clock when we at last retired to bed, to dream of being drowned, falling over dizzy heights and other things called nightmares. So ended my unlucky day.

MABEL NEIL, Age 13 years.

Please send me your address. I sent the prize you won to what I thought was your address, but a letter addressed to you there later on was returned.—Dixie Patton.



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You would not think of buying hose with a seam up the front of the leg . . . wouldn't that be ugly and uncomfortable? Probably you buy the kind with a seam up the back only because you didn't know there was a kind free from that discomfort and unsightliness. There is, however. You can get the *better* kind in any weight or color if you buy hosiery made by

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Continued from Page 19

vided that in computing the time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another is involved (Sundays and holidays being excepted)."

North Dakota

Section 3. "Every railroad corporation operating a line or lines of road through or within the state shall furnish suitable cars for carload shipments of freight to any person, persons or corporation applying therefor to any agent within this state of said railroad corporation, and such car or cars shall be placed in a suitable and convenient place for loading within seventy-two hours after application therefor has been made; provided that no railroad company shall be required to furnish more than two cars at any one time. Any railroad corporation failing or refusing to furnish such car or cars in a suitable and convenient place for loading within seventy-two hours after such demand and after the schedule time of its trains will enable it to deliver such car or cars shall forfeit for each car so ordered to any person, persons or corporation the sum of two dollars for each and every twenty-four hours until

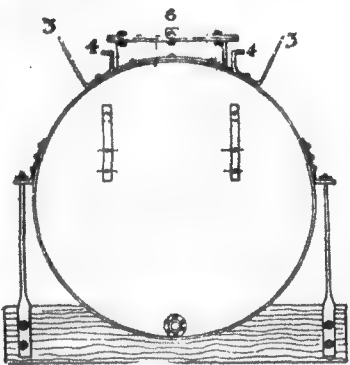
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such car or cars are so furnished; provided, however, that such person, persons or corporation applying for cars to be used wholly within this state shall at the time of applying therefor pay or tender to such corporation not less than twenty per cent. of the freight charges for such according to such railway corporation's published tariff."

South Dakota

Section 1. "That any railroad company engaged as a common carrier in the transportation of freight in carload lots upon the request of any shipper to furnish one or more freight cars to be loaded for shipment over the railroad operated by such company shall seventy-two hours thereafter, Sundays and legal holidays excepted, provided at the named loading point the car or cars so required, and for twenty-four hours' delay or fraction thereof on the part of such railroad company in so placing such car or cars at such loading point beyond said allowed period such railroad company shall become indebted and on demand to pay to such shipper the sum of one dollar for each and every car not so placed at such loading point within the time above named. Provided, that any shipper requiring ten or more cars placed at his disposal at the same shipping point at the same time shall give to any railroad company from which such cars are desired at least six days' notice of the time and place when and where such cars are desired."

Section 2. "Any railroad company mentioned in section one of this act, upon receipt of notice from the shipper that one or more cars had been loaded by such shipper and are ready for delivery to such company at the place of loading thereof to be carried on the road of such company towards the destination thereof, shall remove such car or cars from such loading point and forward the same towards destination within twenty-four hours after receiving such notice, Sundays and legal holidays excepted; and for every delay of twenty-four hours or fraction thereof, after the expiration of the period herein allowed for the removal thereof, such railroad companies shall become indebted and on demand paid to such shipper the sum of one dollar for each and every car not so removed within the period herein provided."

Section 4 provides that the railroad company "must transport such freight towards its destination at a rate of not less than average speed of fifty miles per day of twenty-four hours, and upon failure to transport at such speed the company shall pay to the consignee one dollar for each and every car for each twenty-four hours or fraction thereof consumed in the transportation of said car or cars in excess of the time herein prescribed."

Georgia

Rule 9. "Railroad companies are required to furnish cars promptly upon request therefor. When a shipper files a railroad company written application

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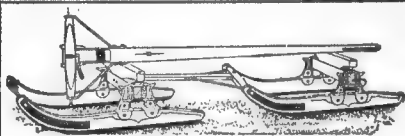
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for a car or cars stating therein the character of freight to be shipped and its destination such railroad company shall furnish same within four days (Sundays and legal holidays excepted) from 7 a.m. of the day following the receipt of the application. For a violation of this rule the railroad company at fault shall within thirty days after the demand in writing is made therefor, pay to the shipper so offended the sum of one dollar per car per day or fraction of a day, after expiration of free time, during which such violation continues."

Rule 10. "Whenever freight of any character, proper for transportation, whether in carload quantities or less, is tendered to a railroad company at its customary place for receiving shipments and correct instructions given such railroad company shall immediately receive the same and issue bills of lading therefor. And when a shipment is thus received the same must be carried forward at a rate of not less than fifty miles per day of twenty-four hours, computed from 7 a.m. of the day following the receipt of shipment."

For failure to so receive or transport shipments as hereinbefore provided for, the railroad company at fault shall within thirty days after demand in writing is made therefor pay to the shipper so offended or other party whose interest is affected thereby the sum of one dollar per car on carload shipments and one cent per hundred pounds subject to a minimum of five cents and less than carload shipments for each day or fraction thereof that the terms of this rule are not complied with."

Kansas

Section 238. "When the cars are applied for under the provisions of this chapter, if they are not furnished the railroad companies so failing to furnish them shall pay to the party or parties so applying for them the sum of five dollars per day for each car failed to be furnished as exemplary damages to be recovered in any court of competent jurisdiction and all actual damages that such applicant may sustain for each car failed to be furnished together with reasonable attorney fees to be recovered in any court of competent jurisdiction; but nothing in this act shall in any way affect the right or remedy of any shipper or other person as the same may exist at common law or under any statute to recover on account of failure, delay or refusal to furnish cars nor to exempt in anywise any such railroad company from any of the provisions of the railroad laws of this state or from any of the obligations imposed upon railroad companies and common carriers by the common law."

Section 240 provides that after freight has been received it must be transported towards its destination "at the rate of not less than fifty miles per day of twenty-four hours. This shall not be construed to authorize such fifty miles per day as a proper and legal rate of speed for the transportation of live stock and perishable freight nor release the railroad from any liability for their negligence in failing to handle such shipment at a prompt and reasonable rate of speed. And for failure to receive and transport such shipment within the time prescribed the railroad company so offending shall pay to the shipper the sum of five dollars per day, Sundays excepted or fraction thereof on all carload freight and five cents per hundred pounds per day or fraction thereof on freight in less than carloads."

South Carolina

Section 2. "For other than perishable freights the railroad company applied to by any shipper for a car or cars shall furnish same properly placed for being loaded to points in the State of South Carolina within four days from twelve o'clock M. next day after such application."

Section 3. Gives only three days for placing cars for perishable freights.

Section 5. "For each day or fraction of a day's delay after the expiration of free time the road offending shall forfeit and pay to the shipper the sum of one dollar per car per day. Any shipper, consignee or owner to avail himself of the benefits of any forfeiture provided for in these rules must make his application in writing and to facilitate the making of such application the several railroads of the state shall pro-

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Our commission is ONE CENT per bushel—too small to pay anything to agents. We have no agents; you get THE FULL NET PRICE at which your grain is sold, less our 1c per bushel commission.

If your car is loaded and you cannot wait for shipping instructions, and if you are on the C.P.R. or G.T.P. Ry., ship to "McBean Bros., Port William." If on the C.N.R. ship to "McBean Bros., Port Arthur."

If at all possible we strongly advise loading direct from your wagon into the car, thus preserving the identity

NOTE.—A large yield of grain this fall does not mean low prices. Europe needs every bushel of our grain, and will be willing to pay good prices for it. Should prices get below a fair legitimate value, don't sacrifice. Write us for advice. Reference: BANK OF HAMILTON, WINNIPEG, MAN.

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ESTABLISHED SINCE 1884 AND STILL AT IT

of your grain, and also ensuring that you get paid for every bushel you put into the car.

Send us a six or eight ounce sample of your grain and we will advise you its real value. Even the poorest qualities can be made to draw a good price if properly handled. We understand this business thoroughly, and those are the points that count. Write us for market prospects; you need the BEST; it means MONEY to you. We are not looking for very low prices this coming season.

We are licensed and bonded.

NOTE.—A large yield of grain this fall does not mean low prices. Europe needs every bushel of our grain, and will be willing to pay good prices for it. Should prices get below a fair legitimate value, don't sacrifice. Write us for advice. Reference: BANK OF HAMILTON, WINNIPEG, MAN.

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MANY LARGE FARMERS

have written us expressing their appreciation of the many valuable suggestions given in our "NEW 1912 EDITION OF DATA FOR GRAIN SHIPPERS." Have you received one? If not, ask us to mail one to you. We are sure you will find it of value.

Our "DAILY MARKET BULLETIN" is growing more popular every day. You should receive one to keep you in touch with the market when you are shipping. We will be glad to send one on request.

All cars consigned to us will be given the best possible attention. Highest grades and prices obtainable are always received by our experts in charge. Liberal advances, if requested, are made on receipt of bills of lading.

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COMMISSION DEPARTMENT

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MacLennan Bros. Limited, Winnipeg

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MILD, SWEET, MELLOW AND JUICY

Manufactured by
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vide suitable blanks for that purpose to be kept at all agencies."

Florida

Rule 11. "When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two hours (Sundays or legal holidays not included) computed from ten a.m. to the day after arrival of the same, the shipper or consignee shall be paid one dollar per day for each day said delivery is so delayed."

Rule 19. "Whenever shipments have been received by any railroad company such shipment destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 p.m. the day of issuing the bill of lading and in one day's additional time for each additional fifty miles or fraction thereof; provided that in computing time or freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or rehandling of freight is involved, and for failure to transport such shipment within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of two dollars per day on all carload freight, and one cent per hundred pounds per day on package freights and freights in less than carloads with minimum charge of twenty-five cents for any package; provided the shipper makes demand therefor in writing within thirty days thereafter; provided further that in no case shall the penalty on any shipment exceed the value of the goods transported."

Nebraska

Section 1 (h) of the Banning Demurrage Act provides: "It shall be the duty of every railroad company operating a line of railroad wholly or in part within this state for the transportation of freight when freight in carloads or less is tendered to said railroad company, its station agent or other agent in charge of transportation of freight and correct shipping instructions given, to immediately receive the same for shipment, and issue bills of lading therefor and when said shipments have been received they must be carried forward at the rate of not less than fifty miles per day of twenty-four hours. Provided that this shall not apply to live stock shipments, computing from the schedule time of the first train carrying the class of freight so tendered, and for failure to receive and transport such shipment within the time herein prescribed said company shall forfeit and pay to the consignee the sum of one dollar per car per day or fraction thereof on all carload lots."

The Minnesota Law

Section one provides that railway companies shall furnish suitable cars to all shippers, without discrimination, upon the proper application in writing, stating the number of cars wanted, the time and place desired, and the final destination. Thereupon the railway company has forty-eight hours at terminal points and seventy-two hours at intermediate points free time in addition to Sundays and legal holidays. For every day's delay after the expiry of the free time allowed, the company must pay a penalty of \$1.00 per day to the shipper. Section two provides that after a car has been loaded it shall be removed from the loading point and started towards its destination within twenty-four hours after the receipt of notice of shipment. Section four provides that after a carload has been started towards its destination it shall be transported at a rate of not less than an average speed of fifty miles a day and for a failure to transport at such average speed a penalty of \$1.00 for each car. Section six imposes upon the shipper the duty to fully load the car and redeliver the same to the railway company within forty-eight hours, Sundays and legal holidays excepted, under a penalty of \$1.00 for each day's delay. Section seven likewise provides that a consignee shall have a specified time for unloading freight and for a delay after such specified time he shall be penalized and shall pay \$1.00 a day to the company. Section eleven adds to the period of free time any delay occasioned by strikes, accidents, inclement weather or any other cause for which the railway company cannot be held responsible.

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OUR EXPERIENCE

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THE SMITH GRAIN COMPANY
Grain Commission Merchants, Winnipeg, Man. M. K. SMITH
Manager

A carpenter, sent to make some repairs in a private house, entered the apartment of the lady of the house, and with his apprentice began to work.

"Mary," the lady said to her maid, "see that my jewel-case is locked up at once."

The carpenter understood. He removed his watch and chain from his vest, with a significant air, and gave them to his apprentice. "John," he said, "take these right back to the shop. It seems that this house isn't safe."

The Farmers' Market

WINNIPEG MARKET LETTER

(Office of The Grain Growers' Grain Company Limited, October 25, 1912)

Wheat—Good strong cables throughout the week have been the cause of a keen demand for all grades of wheat and in spite of the enormous receipts the market has held steady, and closes today at a slight advance over last Monday. Prices for the near future are still in the position of being dependent almost altogether on the war situation in Europe, and on that account it is impossible to attempt any forecast. The stocks in Fort William are a great deal heavier than last year, and with stocks in the East also heavy, it looks as if the natural course of our prices would be lower unless we get continued support from foreign cables.

Oats—Receipts on Oats are heavy but with the approach of the cleaning up of October Option there is a continued demand for contract grades in store. C.W. Oats past inspection have been impossible to sell at anything near the price they would bring if in store, the reason for this being that they are going forward very slowly to the Terminals and buyers do not care to pay high prices when taking the chance that they will not get down before the end of October.

Barley—There has been a good steady demand for all straight and off grades of barley. Prices are practically unchanged.

Flax—We have had very heavy receipts of flax and the market has gone back again to practically the low point so far this crop.

WINNIPEG FUTURES

Wheat—	Oct.	Nov.	Dec.	May
Oct. 22.....	90½	89½	86½	91½
Oct. 23.....	92	90½	88	92½
Oct. 24.....	91½	90½	88½	91½
Oct. 25.....	90½	90	88½	91½
Oct. 26.....	91½	90½	88½	91½
Oats—				
Oct. 22.....	38½	35½	33½	34½
Oct. 23.....	38½	36	34½	34½
Oct. 24.....	38½	36	34½	34½
Oct. 25.....	38½	36	34½	34½
Oct. 26.....	40½	38½	34½	34½
Flax—				
Oct. 22.....	134½	133	126	129
Oct. 23.....	135½	134½	129	129
Oct. 24.....	135½	134	129	129
Oct. 25.....	133	132	129	129
Oct. 26.....	133½	132½	129½	129½

MINNEAPOLIS CASH SALES

(Sample Market, Oct. 24)

No. 1 hard wheat, 5 cars	80.90
No. 1 hard wheat, 1 car	80.90
No. 1 Nor. wheat, 18 cars	80.90
No. 1 Nor. wheat, 25 cars	80.90
No. 1 Nor. wheat, 9 cars	80.90
No. 1 Nor. wheat, 18 cars	80.90
No. 1 Nor. wheat, 1 car, to arrive	80.90
No. 1 Nor. wheat, 10 cars	80.90
No. 1 Nor. wheat, 1 car, to arrive	80.90
No. 1 Nor. wheat, 3,000 bu., to arrive	80.90
No. 1 Nor. wheat, 7,100 bu., to arrive	80.90
No. 1 Nor. wheat, 10 cars	80.90
No. 1 Nor. wheat, 2,000 bu., to arrive	80.90
No. 1 Nor. wheat, 1 car	80.90
No. 1 Nor. wheat, 11 cars	80.90
No. 1 Nor. wheat, part car	80.90
No. 1 Nor. wheat, 1,200 bu., to arrive	80.90
No. 1 Nor. wheat, 7 cars	80.90
No. 1 Nor. wheat, 2 cars	80.90
No. 1 Nor. wheat, 3 cars	80.90
No. 1 Nor. wheat, 1,300 bu.	80.90
No. 1 Nor. wheat, 5 cars, N.D., to arrive	80.90
No. 1 Nor. wheat, 3 cars	80.90
No. 1 Nor. wheat, 2 cars	80.90
No. 1 Nor. wheat, 10 cars	80.90
No. 1 Nor. wheat, 3,000 bu., to arrive	80.90
No. 1 Nor. wheat, 1,550 bu., choice blue stem, to arrive	80.90
No. 1 Nor. wheat, 1,300 bu.	80.90
No. 2 Nor. wheat, 23 cars	80.90
No. 2 Nor. wheat, 2 cars	80.90
No. 2 Nor. wheat, 6 cars	80.90
No. 2 Nor. wheat, 6 cars	80.90
No. 2 Nor. wheat, 6 cars	80.90
No. 2 Nor. wheat, 1 car	80.90
No. 2 Nor. wheat, 2 cars	80.90
No. 2 Nor. wheat, 1 car	80.90
No. 2 Nor. wheat, 1 car, dock	80.90
No. 2 Nor. wheat, 2 cars, to run	80.90
No. 2 Nor. wheat, 1 car, to run	80.90
No. 2 Nor. wheat, 2 cars	80.90
No. 2 Nor. wheat, 2 cars	80.90
No. 2 Nor. wheat, 0 cars	80.90
No. 2 Nor. wheat, 1 car	80.90
No. 2 Nor. wheat, 2 cars	80.90

No. 2 Nor. wheat, 6 cars	87½
No. 2 Nor. wheat, 2 cars	85
No. 2 Nor. wheat, 1 car, transit	88
No. 2 Nor. wheat, 1 car, barley mixed	84½
No. 3 wheat, 1 car	88½
No. 3 wheat, 3 cars	85
No. 3 wheat, 2 cars	85½
No. 3 wheat, 1 car	85½
No. 3 wheat, 1 car, sample sale	80½
No. 3 wheat, 1 car, to run	85½
No. 3 wheat, part car	83½
No. 3 wheat, 2 cars	88½
No. 3 wheat, 1 car, soft, smut	83
No. 3 wheat, 0 cars	83
No. 3 wheat, 1 car	85½
No. 3 wheat, 1 car	85
No. 3 wheat, 1 car	88
Rejected wheat, 1 car	84½
Rejected wheat, 2 cars	83
Rejected wheat, 1 car	85
Rejected wheat, 1 car, smut	84½
Rejected wheat, 1 car	83½
Rejected wheat, 3 cars, smut	82½
No. 3 mixed wheat, 1 car	83
No. 3 mixed wheat, 1 car	84½
Screenings, 1 car	12.00
Screenings, 2 cars, f.o.b.	10.50
No grade wheat, 1 car	84½
No grade wheat, 1 car	85
No grade wheat, 2 cars	80
No grade wheat, 1 car	79
No grade wheat, 1 car, part heating	81½
No grade wheat, 1 car	75
No grade wheat, 2 cars	83
No grade wheat, 2 cars	84
No grade wheat, 1 car, frozen	60
No grade wheat, 1 car, bin burnt, wet	72
No grade wheat, 1 car	85½
No grade wheat, 2 cars	81
No grade wheat, 1 car, smut and tough	83
No grade wheat, 1 car, bin burnt	79
No grade wheat, 1 car, barley mixed	83½
No grade wheat, 1 car	82½
No grade wheat, 1 car, bin burnt, smut	84½
No grade wheat, 1 car	82½
No. 1 durum wheat, 1 car	87½
No. 2 durum wheat, 1 car	85
No. 2 hard winter wheat, 2 cars	80
No. 3 corn, 2 cars	64
No. 3 yellow corn, 1 car	65½
No. 4 white oats, 14 cars	30
No. 3 white oats, 1 car, choice	31½
No. 3 white oats, 1 car	31
No. 2 rye, 2 cars	69
Sample barley, 1 car	59
No grade barley, 1 car	55
No. 2 feed barley, 5 cars	54
No. 1 feed barley, 2 cars	56
Sample barley, 1 car	64
Sample barley, 4 cars	50
No. 4 barley, 2 cars	61½
No. 1 flax, 1 car, o.w.b.	1.52
No. 1 flax, 1 car, dockage	1.53½
No. 1 flax, 4 cars	1.50
No. 1 flax, 1 car	1.51

WHEAT IN STORAGE

Ottawa, Oct. 25.—Figures issued by the department of trade and commerce tonight show the quantity of wheat in terminal elevators on October 18 as 8,010,286 bushels, as compared with 5,928,662 at the corresponding date last year. In eastern elevators the quantity in store is 2,140,121, as compared with 1,533,236 last year. The total amount of all grain in both terminal and eastern elevators on the date mentioned is 12,598,058, as against 10,532,815 for the corresponding date last year.

LIVERPOOL MARKETS

Liverpool, Oct. 25.—Closing prices on today's market were as follows:
 Manitoba No. 1 Nor. Exhausted
 Manitoba No. 2 Nor. Exhausted
 Manitoba No. 3 Nor. \$1.18½
 October 1.13½
 November 1.12
 December 1.10½

Wheat market showed a steady undertone at the start, being influenced by the light Argentine shipments and small arrivals and some covering by shorts owing to a rumor of further political complications and a decline in consols.

Following the opening there was realizing and prices declined ¼ to ½ with early buyers selling on continued favorable reports from Argentine, pressure of new Argentine and Australian wheat, poor millers inquiry and fine weather in the United Kingdom.

World's shipments are expected to be liberal this week, and Canadian shipments are expected to shortly assume large proportions. At 1.30 p.m. the market was easy, ¼ to ½ lower than yesterday.

Corn opened ¼ lower on the heavy Argentine shipments but later there was free covering and prices advanced ¼ on the finer Platte offers and shorts in October. European crop advices are unfavorable.

CHICAGO GRAIN MARKET

Chicago, Ill., Oct. 25.—Wheat made a sudden upshoot in price today on account of active buying for a leading house said to believe that the Turks were facing a gigantic defeat. Not much of the grain was held, however, the market closing easy ¼ off, ¼ to ½ up as compared with yesterday. Corn finished unchanged to ¼ to ½ higher, and oats a shade down to ¼ to ½ advance.

Fully a million bushels of wheat had been gobbled up by one firm alone before the market began to show signs of reaction. This buying stamped the shorts, and for the time being lifted prices as much as a cent a bushel. It was asserted that if the allied forces took Adrianople, there would be a demoralized retreat to the Sultan's capital, precipitating grave conditions for all Europe.

Before the buying flurry, the wheat market suffered depression due to expected large world shipments, and because of big charters of vessel room at Duluth for Chicago. December delivery here ranged from 92½ to 93½, with last sales a shade net higher at 93 to 93½.

Corn strengthened with wheat and as a result of unfavorable basking, returns from sections. December ranged between 53½ and 53½, closing firm at 53½, a net gain of ¼. Cash grades were steady. No. 2 yellow, 44½ to 65½. Bulls in oats received a little help from export business. There was not much demand though from domestic channels. Upper and lower levels reached by December were 32½ and 32½, with the close ¼ to ½ up at 32½.

AMERICAN BARLEY AND OATS

Minneapolis, Oct. 25.—Cash oats closed as follows: No. 3 white oats, 30½ to 31; No. 3 oats, 28½ to 29½; barley, 42 to 60.
 Duluth, Oct. 25.—Cash oats closed 31½; to arrive, 31½; barley, 47 to 70.

WINNIPEG AND U.S. PRICES

Closing prices on the principal western markets on Thursday, October 24 were:		
Cash Grain	Winnipeg	Minneapolis
1 Nor. wheat	80.90	80.90
2 Nor. wheat	87½	87½
3 Nor. wheat	86½	85½
No. 4 tough	74½	No grade 60-85
3 White oats	31	31
Barley	48-55½	45-67
Flax, No. 1	91½	1.50½
Futures—		
October wheat	91½	88½
December wheat	86½	88½
May wheat	91½	94½
Beef Cattle, top	85.85	81.15
Hogs, top	9.50	8.75
Sheep	5.00	5.85

Winnipeg Live Stock

Stockyard Receipts

For the week ending October 24, the receipts were: Cattle 4596, calves 451, hogs 1074, sheep 511, as compared with the following figures for the previous week: Cattle 3932, calves 688, hogs 881, sheep 1502. For the corresponding week a year ago the receipts were: Cattle 4927, hogs 370, sheep 2212.

Cattle

With one exception last week saw the heaviest supply of cattle on the local market for this season, passing the 5000 mark. Notwithstanding this, the demand kept steady and the market was cleaned up without difficulty. The best cattle on the market this week sold at \$3.85, being a mixed bunch of westerns. Several good loads of steers brought \$5.75. The bulk of the supply, of course, ran to common and medium grades, but as this line of stuff is wanted by the packers for freezing purposes, there was no trouble in getting steady prices for them. Best bulls are in good demand, fetching up to \$4.00. Best veals are selling steady at \$6.50 to \$7.00, with the common and heavy grades bringing all the way from \$4.00 to \$5.50.

Hogs

The hog market is unchanged, the choice ones holding firm at \$9.50. The supply is only moderate, with a big proportion not finished.

Sheep and Lambs

Best lambs are quoted at \$6.50 to \$6.75, whereas a week ago they brought as high as 7 cents. Best killing sheep are still \$4.50 to \$5.00. The supply this week has been very light.

Country Produce

Note.—Quotations are f.o.b. Winnipeg, except those for cream, which are f.o.b. point of shipment.

Butter

While fancy dairy remains at last week's level, 28 cents, other grades have advanced one more cent. No. 1 dairy is quoted at 26-27 cents and good round lots 24 cents. This means a rise of four cents over the corresponding prices a year ago and points to a new high record this coming winter. The busy season is still on in the country, thrashing and hauling grain being responsible for holding back many who would otherwise be sending in butter. However, the receipts continue fairly liberal but larger quantities are looked for in a couple of weeks.

Eggs

Eggs were weaker the last few days in the South, but the local market did not decline from the 28 cent level, subject to candling. A rise may be held off for a considerable period, on account of the abundant supply procurable in Minnesota, but dealers look for the seasonable advances later on.

Potatoes

Plenty of good quality potatoes are being offered the local produce firms on the 35 cent basis. Now that the dealers are pretty well filled up, and many householders and others have laid in their season's supply, a decline in price would not surprise those in close touch with the produce market.

Poultry

The supply of live poultry being offered are greater than they have been, but still the Thanksgiving trade was largely dependent upon the cold storage article. Prices remain level with last week, namely, chickens 15 cents, fowl 10 cents, ducks 14 cents, geese 10 cents and turkeys 16 cents. Much heavier supplies are looked for from now on, and consequently prices will be lowered.

Milk and Cream

Prices for sweet and sour cream remain steady at 35 and 29 cents per pound of butter fat respectively. The supplies continue only normal, the extra work and the extra workers still holding back the full quota of shipments. With November the quotations will be again revised, a slight advance being looked for.

Hay

The hay market was not so keen last week on account of the heavier receipts. The supply, however, was not sufficient to sag prices and No. 1 Timothy still fetches up to \$21, which is \$6 better than a year ago. No. 1 Upland and No. 1 Red Top are worth \$16 and \$15 respectively.

CHICAGO LIVE STOCK

Chicago, Ill., Oct. 25.—Cattle receipts, 2,500. Market steady. Steers, \$5.30 to \$11.05; Texas steers, \$4.40 to \$5.70; western steers, \$5.50 to \$8.90; stockers and feeders, \$4.25 to \$7.40; cows and heifers, \$2.75 to \$7.25; calves, \$6.75 to \$10.25. Hog receipts, 15,000. Market opened strong, closed 5 cents lower. Light, \$7.95 to \$8.60; mixed, \$8.05 to \$8.70; heavy, \$8.05 to \$8.70; rough, \$8.05 to \$8.30; pigs, \$5.25 to \$7.65; bulk of sales, \$8.35 to \$8.65. Sheep receipts, 10,000. Market steady to 10 cents lower. Native, \$3.50 to \$4.50; western, \$3.65 to \$4.50; yearlings, \$4.50 to \$5.65; lambs, native, \$5.00 to \$7.00; western, \$5.25 to \$6.90.

Owing to Monday being a legal holiday (Thanksgiving), we were compelled to go to press on Saturday evening. Consequently our market reports are not as complete as usual.

Quotations in Store Fort William and Port Arthur from October 22 to October 26, inclusive

Date	WHEAT							OATS					BARLEY				FLAX			
	1*	2*	3*	4	5	6	Feed	2 CW	3 CW	Ex 1 Fd	1 Fd	2 Fd	No. 3	No. 4	Rej.	Feed	1 NW	2 CW	3 CW	Rej.
Oct. 22	80	87	86	83	73	63	58	38	37	37½	37	36	55	51	47½	..	133	..	..	..
Oct. 23	81	88	87	83½	74	63	58	..	37	37½	37	36	54½	51½	48	..	134	132	112	..
Oct. 24	81	87½	86½	83½	73½	63	58	..	..	..	..	..	55½	51½	48	..	134½	131½	112	..
Oct. 25	80½	87½	85	82½	73	63	58	36½	36	36	36	36	56	52	45½	..	132	130	110	..
Oct. 26	80½	87½	85	83	73	63	58	37	36½	37	36½	36	56½	52½	45½	..	132½	130	110	..
..

THE MARKETS AT A GLANCE

CORRECTED TO SATURDAY, OCTOBER 26

WINNIPEG GRAIN	SAT.	WEEK AGO	YEAR AGO	WINNIPEG LIVE STOCK	SATURDAY	WEEK AGO	YEAR AGO	COUNTRY PRODUCE	SATURDAY	WEEK AGO	YEAR AGO
Cash Wheat				Cattle				Butter (per lb.)			
No. 1 Nor.	80½	80½	97½	Extra choice steers	\$ 8.00	\$ 8.00	\$ 8.00	Fancy dairy	28c	28c	26c
No. 2 Nor.	87½	86½	94	Choice butcher steers and heifers	5.85-6.00	5.85-6.00	..	No. 1 dairy	26c-27c	25c-26c	23c
No. 3 Nor.	86	85½	100	air to good butc	5.10-5.75	5.10-5.75	4.85-5.10	Good round lots	24c	23c-24c	18c-20c
No. 4	43	83	82½	steers and heifers	4.60-4.85	4.60-4.85	4.25-4.50	Eggs (per doz.)			
No. 5	73	73	77	Best fat cows	4.85-5.00	4.85-5.00	4.00-4.25	Strictly fresh	28c	28c	28c
No. 6	63	63	70	Medium cows	4.15-4.40	4.15-4.40	3.35-3.60	Potatoes	35c	35c	45c-50c
Feed	58	58	65	Common cows	3.00-3.50	3.00-3.50	2.00-2.50	Milk and Cream			
Cash Oats				Best bulls	3.50-4.00	3.50-4.00	3.25-3.50	Sweet cream (per lb. butter fat)	35c	35c	35c
No. 2 C.W.	37	38½	38½	Com'n and medium bull	3.00-3.50	3.00-3.50	2.50-2.75	Cream for butter-making purposes (per lb. butter fat)	29c	29c	28c
Cash Barley				Choice veal calves	6.50-7.00	6.00-7.00	5.00-5.50	Sweet milk (per 100 lbs.)	\$2.10	\$2.10	\$2.00
No. 3	56½	55	70	Heavy calves	4.00-5.50	4.50-5.50	4.25-4.75	Live Poultry			
Cash Flax				Best milkers and springers (each)	\$60-\$70	\$60-\$70	\$40-\$50	Chickens	15c	15c	13c
No. 1 N.W.	132½	137½	..	Com'n milkers and springers (each)	\$40-\$50	\$40-\$50	\$25-\$35	Fowl	10c	10c	9c

Farmers' Market Place

Conducted for those who Want to Buy, Sell or Exchange

FARM LANDS

A NICE SECTION OF LAND WANTED, AND a few choice quarters. Will trade imported or American bred registered stallions, mares and jacks for a nice section of land in Saskatchewan or Alberta. Will also trade same kind of stock for a few choice quarters of land in the same province not too far north. I would like to trade stock for a section of heavy timber in British Columbia. Would prefer land unincumbered. W. L. DeClow, Cedar Rapids, Ia. 37-11

BRITISH COLUMBIA RANCHES, VAN- couver Island—ideal climate, no cold weather; no hail, frost, or bad storms; abundant crops a sure; richest of soil, unsurpassed for growing grain, fruit and vegetables; the poultryman's paradise; best market in the world; improved and partly improved ranches, five acres and upwards; easy terms of purchase. Come to the Pacific where life is worth living; abundant sport, finest of hunting, fishing and boating. For further information and full particulars write Dept. H. Stuart, Campbell, Craddock & Co., 521 Port St., Victoria; or 425 Pender Street West, Vancouver, B.C. 5-13

HALF SECTION, UNENCUMBERED, FIVE miles from nearest siding and elevator; eight miles from Asquith; one mile from school; good water, no bad weeds, temporary buildings, six grain bins, one hundred acres summerfallow ready for crop, two hundred and sixty-five acres broken, plenty of hay, good place for mixed farming. Apply to H. W. Michie, Asquith, Sask. 14-6

C. P. R. LANDS—BETTER BUY THAT quarter you have had your eye on before an outsider gets it. Reserve it now. Only one-tenth cash. Write for price and terms. E. B. Haffner, general agent, Winnipeg. 5-13

FOR SALE—THREE GOOD QUARTER sections in the famous Cut Knife and Adanac districts, near town; good land, good buildings and plenty water; also livey, feed and sale stable; dray and coal business in connection; quick sale takes crop also. George R. Waller, Adanac, Sask. 10-6

FOR SALE—CHOICE HALF SECTION, ALL broke; good buildings, northern exposure; plenty good water; five miles from town. For particulars apply A. S. Elliott, Windthorst, Sask. 6-10

DO YOU WANT CITY HOUSES OR LOTS for your farm, or lots in other districts for your present home site?

WE HAVE THE BEST EQUIPPED AND the most efficient exchange department in the city.

WE CAN GET YOU PROPERTY ANY- where in the Dominion for what you have, and can effect an exchange for you within a few days' time.

THORNSTAD, ROED & LIDHOLM, 643 Main street, Winnipeg, Man. 14-26

SOME FEW SNAPS IN THE VICINITY of the beautiful Wakaw Lake, Sask. I have for sale some very good improved farms from \$20 to \$25 per acre.

EXTRA IMPROVED FARM, 75 ACRES cultivated, one mile from station, \$20 per acre; reason for selling, owner takes to other occupation.

ZALTAN VON RAJCS, REAL ESTATE broker, Wakaw, Sask. 13-4

FARM MACHINERY

FOR SALE—FAIRBANKS 25 H.P. GASO- line tractor engine, six furrows Cockshutt gang, nearly new; will take stock for part pay. W. L. Davis, Dundurn, Sask. 12-6

FOR SALE—FORTY HORSE POWER Gaar-Scott engine, first class condition; will demonstrate. J. O. Smith, Eli, Man.

SITUATIONS

SALESMEN TO SELL LUBRICATING OILS, greases, paints and specialties, with own team, to consuming trade; salary or commission. Inland Oil Works Company, Winnipeg, Canada. 14-10

MISCELLANEOUS

WE CAN SELL YOUR GRAIN. SEND US samples or state grade and we will make you cash offer by wire or sell for you in British Columbia on commission. We refer you to the Royal Bank of Canada here. Grain Growers' B. C. Agency, Ltd., New Westminster, B.C. 46-11

FARMERS AND STEAM FLOWMEN—BUY the best Lignite (Souris) coal direct from Riverside Farmers' Mine, \$2.25 per ton. (Mine run, \$2.00), f.o.b. Bismarck. J. F. Rutner, Tavelton, Sask. 34-11

HORSES WANTED IN EXCHANGE FOR thirty horse power, five-passenger automobile; A1 condition. Bovee Bros., Maryfield, Sask. 14-2

THE ARYAN—THE HINDU PAPER OF Canada. Write for particulars to 630 Speed avenue, Victoria, B.C. 12-4

BARRISTERS

ADOLPH & BLAKE—BARRISTERS, SOLI- citors, Notaries, Conveyancers, etc., etc. Money to loan. Brandon, Man. 34-11

We believe that every advertiser on this page is reliable. Please advise us if you know otherwise.

RATES ON CLASSIFIED ADVERTISING

2c per Word per Week. 20c per Word for 13 Weeks.
10c per Word for 8 Weeks. 40c per Word for 26 Weeks.
75c per Word for 52 Weeks.

Count each number and initial as a full word, as for example the following: "J. F. Brown, \$1.00," contains seven words. Be sure and sign your name and address. Do not have any answers come to The Guide. The name and address must be counted as part of the ad. and paid for at same rate. All advertisements will be classified under the heading which applies most closely to the article advertised. No display type or display lines will be allowed in classified ads. All orders for classified advertising must be accompanied by cash. Advertisements for this page must reach us seven days in advance of publication day, which is every Wednesday. Orders for cancellation must also reach us seven days in advance.

Address all Letters to The Grain Growers' Guide, Winnipeg, Man.

To the Farmers, Breeders, and all who use this page for advertising purposes

The rates on classified advertising in The Guide have been, ever since its inception, unusually low; in fact, much lower than they should have been to even give us sufficient revenue to meet the cost of production. In view of the present increased cost of production, increase in circulation and service, we now find it necessary to raise the rate on classified advertising.

On and after December 1, 1912, the rates on classified advertising will be as follows:—

4c. per word per week

20c per word for six weeks

Payable in Advance

All ads, however, which are mailed to us before December 1st will take the present rate. The Guide has always carried a large amount of classified advertising and has brought exceptionally good returns, in fact, has produced more business than could be taken care of.

Send us your ads and we will produce the business

TURKS BADLY DEFEATED

London, Oct. 24.—A three days' battle and a Bulgarian turning movement has resulted, according to Sofia accounts, in the fall of Kirk Kiliseh and the capture of the Turkish garrison, numbering 50,000 men. That so many Turks have been taken is regarded as improbable and the more likely report is that the Turks retreated in the direction of Bunarhissar to the southeast.

The character of this stronghold, to which the Turks attached almost the same importance as to Adrianople, was confirmed tonight from Constantinople in official confirmation, explaining that the Turkish army at Kirk Kiliseh in attempting to split the enemy's forces discovered that they were in greater strength than had been anticipated. The Turks therefore retired to the south to await reinforcements.

The news of the Bulgarian victory has caused great rejoicing in Sofia, where it is expected that the fall of Adrianople will soon follow. If, as is generally assumed, Abdullah Pasha is still engaged in bringing up his main army to Adrianople, the position of that town is critical.

LORD ROBERTS ADVOCATES CONSCRIPTION

London, Oct. 25.—Lord Roberts, despite his eighty years, is touring the country advocating a national military service. He is addressing huge gatherings who cheer the famous veteran lustily, but his direct references to Germany as an undoubted foe of Britain arouse considerable hostility in certain quarters. Outside of his meetings a memorial has been signed by over a score of members of parliament protesting against this method of advocating a national military service. Today Sir T. Vezey Strong, ex-Lord Mayor of London, writes deprecating statements, especially by one so distinguished as

Lord Roberts, as to the warlike intentions of Germany against England.

Walker Runciman, president of the Board of Agriculture, addressing a meeting yesterday evening said he deplored Lord Roberts' Manchester speech. He didn't believe that an Anglo-German war was inevitable and a statement like that of Lord Roberts' was not only deplorable but pernicious and dangerous. The rivalry between England and Germany was more commercial than military and the only persons who wished to turn it into a military rivalry were a small group of journalists, a few soldiers, the makers of armaments and a small section of the people who believed that the dignity of a nation was raised by irritating its neighbors. "It is about time," he added, "that the industrial and commercial classes expressed their opinion in a thoroughly organized manner upon this important subject."

CATTLE MEN'S REQUESTS

Moose Jaw, Sask., Oct. 25.—At the meeting of the Dominion Ranching and Grazing Commission at Willow Bunch today the following petitions were made to the government:

That all local taxes be taken off grazing leases; that they be allowed to purchase a quarter section on their leased land for the purpose of building corrals and shelter for their cattle; that leases be held good for fifteen years and that occupiers be given the first chance to renew; that winter herd laws be done away with and that large bounties be offered for the destruction of the big grey buffalo wolf which are responsible for the destruction of large numbers of cattle in the Willow Bunch district.

APPLE GROWERS AT MERCY OF PACKERS

London, Ont., Oct. 24.—Apple growers all through this district are complaining about being completely at the mercy of packers. All they are offered for No. 1 fruit is \$1.00 per barrel. A number of growers, rather than submit, are shaking down their fruit and selling it to the evaporators at 25 cents per 100 pounds.

BUTTER AND EGGS

DEMAND ACTIVE FOR NICE QUALITY of dressed poultry. Send us your address and we will mail prices and full instructions regarding dressing poultry to sell on this market. Simpson Produce Company, Winnipeg, Man. 13-11

POULTRY

IMPERIAL PEKIN DUCKS FOR SALE— \$2.00 each; \$5.00 trio; some of last season's, also young stock; large, profitable, ornamental. Order now. Mrs. Francis T. Shipman, Birch Hills, Sask. 8-7

WHITE WYANDOTTE COCKERELS, GOOD laying strain; also Bronze Turkey Toms, all pure. Mrs. J. Holmes, Hurdman Lodge, Sask. 14-6

BUFF ORPINGTON, S. C. WHITE LEG- horn cockerels, \$2.00 each; prize winners. H. J. Stevenson, jeweler, Boissevain, Man.

FOR SALE—THOROUGHBRED TOULOUSE geese. For particulars apply M. Hampson, Alexander, Man. 9-6

CATTLE

HEREFORD CATTLE AND SHETLAND Ponies—Pioneer prize herds of the West. Pony vehicles, harness, saddles. J. F. Marple, Poplar Park Farm, Hartney, Man.

HOLSTEIN—YOUNG BULLS, READY FOR service; also cows and heifers. J. C. Drewry, The Glen Ranch, Cowley, Alta.

BROWNE BROS., NEUDORF, SASK.— Breeders of Aberdeen Angus Cattle. Stock for sale.

RED POLLED CATTLE—FOUR YOUNG bulls for sale, also females. Clendenning Bros., Harding, Man. 47-26

W. J. TREGILLUS, CALGARY, BREEDER and importer of Holstein Friesian Cattle.

HORSES

REGISTERED CLYDESDALE—ORDERS taken for foals at weaning. Registered Shorthorns, some nice young bulls on hand. Registered Yorkshires, six litters. J. Bousfield, MacGregor, Man.

SWINE

A FEW BERKSHIRE BOARS AND SOWS, \$12.00 to \$15.00 each while they last. Two Yorkshire sows, \$15.00 each. Only two Shorthorn bulls for sale now, \$80.00 and \$100.00, if taken at once. Walter James & Sons, Rosser, Man. 2-11

BERKSHIRE BOARS, SPRING PIGS AND yearlings; good stock, registered. W. H. Pawson, Jr., Coaldale, Alta. 12-3

RUSSELL M. SHARP, BREEDER OF Berkshire swine, Edrass, Man. 4-14

SHEEP

FOR SALE—TEN PURE BRED SHEAR- ing Leicester rams, twenty to thirty dollars each. C. Oakes, Oakland, Man. 13-13

SEED WHEAT AND POTATOES

MARQUI WHEAT—I GROW NO OTHER kind. This crop prize winner, standing grain, sheaf, and threshed grain, competitions; yield 45 bushels per acre. Write now for price delivered to your station. Addison Johnston, Dept. 6, Stettler, Alberta. 12-13

FOR SALE—1000 BUSHELS MARQUIS WHEAT, grown on breaking, \$1.83 per bushel, sacks included. Get price for large quantities or the lot. S. W. Bloxidge, Benito, Man. 12-4

MARQUIS WHEAT FOR SALE—CLEAN and free from seeds, \$1.50 per bushel, bags included. Send for samples. E. H. Worral, Arelee, Sask. 14-6

MARQUIS WHEAT FOR SEED, GROWN ON my Hill Farm, free from all impurities; \$2.00 per bushel, f.o.b. Balcarres, Sask.; terms, 75 cents per bushel with order and balance on delivery. William Penny, Balcarres, Sask. 10-6

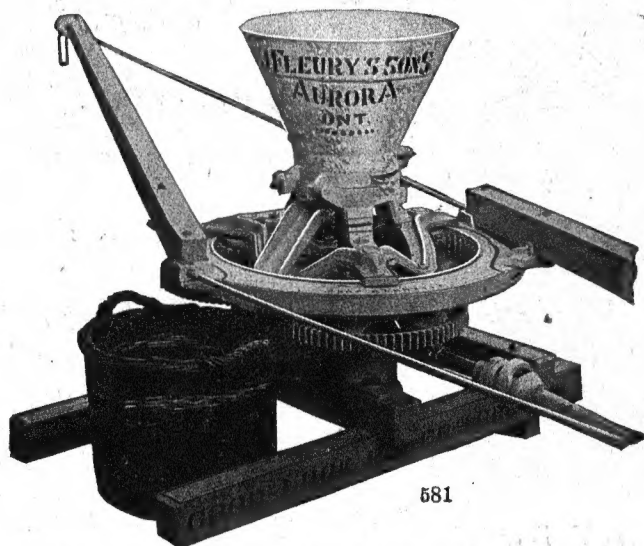
MARQUIS WHEAT FOR SALE—CLEAN and free from seeds; last year yielded nearly 60 bushels per acre. Benj. H. Thompson, Boharm, Sask. 8-11

ONE THOUSAND BUSHELS PREMOST flax seed, clean, \$2.50 bushel, bags free; also quantity good potatoes. H. Davy, Bratton, Sask. 12-6

VETERANS' SCRIP

SOUTH AFRICAN VETERANS' SCRIP FOR sale cheap; a few always on hand. Farm lands, improved and unimproved, for sale, and lists wanted. W. P. Rodgers, 608 McIntyre Block, Winnipeg. 9-11

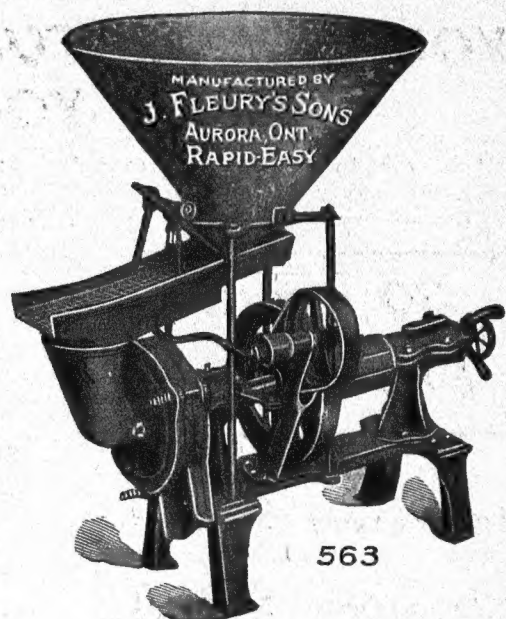
GRIND YOUR FEED



"Good Luck" Power with Grinder Attachment

As a power for driving any machinery with two or four horses the "GOOD LUCK" Triple Geared Power is unequalled. The above machine, set up with Arms and Tumbling Rod ready for horses and to drive another machine by rod direct, will be found one of the best time savers and effective dual-purpose machines now in use. The construction and finish are perfect. Thousands of them are now in active service and giving the highest satisfaction. A machine of highest capability.

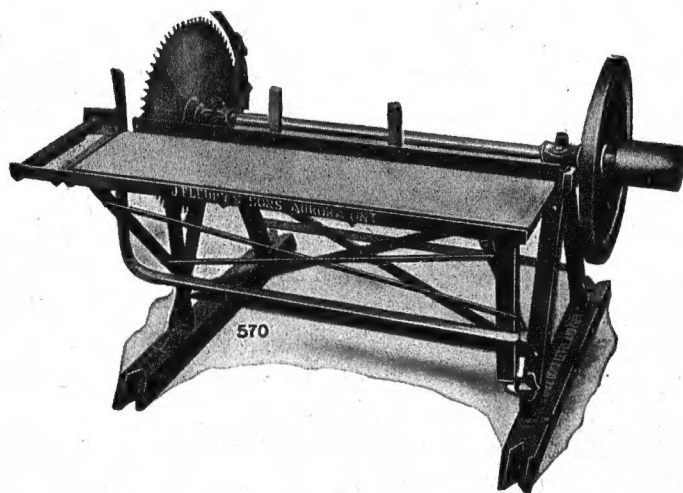
The "No. 3 Rapid Easy" with 10-inch plates, and its **SOLID FRAME** or **BED**, is not only an extremely handsome looking machine but the character of its work and its great capacity make it one of the best "paying guests" on the farm. Feed trough is long and broad, giving feeding and screening capacity equal to the rapid work of the grinder. Heavy steel shaft with long bearings and heavy balance wheel. Rigid and durable, this machine is especially fitted for fast running and heavy work.



Fleury's "No. 3 Rapid Easy"

CUT YOUR FODDER

SAW YOUR WOOD

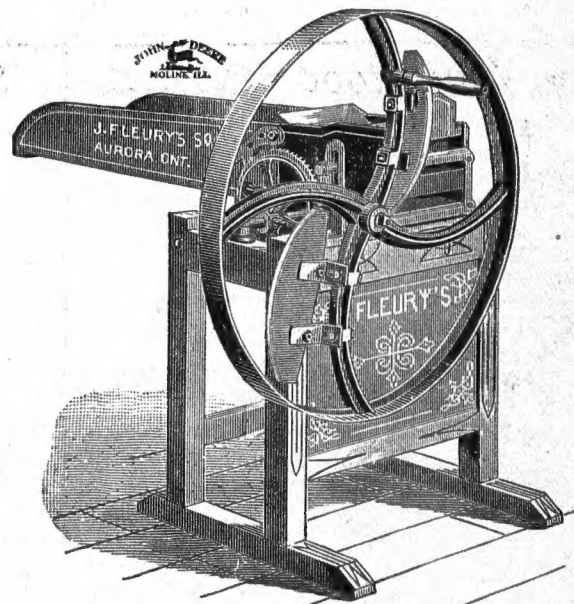


Fleury's Circular Saw Machine No. 3

Frame of steel, angle bars well braced and strongly rivetted together. Main Shaft is of fine machinery steel, of great wearing quality, running in boxes bab-bitted with high grade metal. On the table is bolted a hardwood board and in end of table near the saw is placed a roller which carries the timber to the saw.

Seven different styles of this popular and thoroughly efficient Straw Cutter are now made for hand, horse or belt power—with or without carrier or blower. Used largely by hand, it is equally successful when run by rod direct to main shaft (knuckle taking the place of the washer in front of knife-wheel) or by belt drive.

This machine cuts four lengths; is perfectly Simple, strong, well-fitted and finished. Will do more work with same power than any other style of cutter you can buy.



Fleury's Straw Cutter No. 2

WITH A **FLEURY**
MACHINE

Write for Booklet
"Better Farming"
Giving Complete
Information

JOHN DEERE PLOW CO., LTD.

Winnipeg

Regina

Saskatoon

Calgary

Edmonton

Lethbridge

YOUR OPPORTUNITY TO SAVE MONEY AND SOLVE YOUR LABOR PROBLEMS

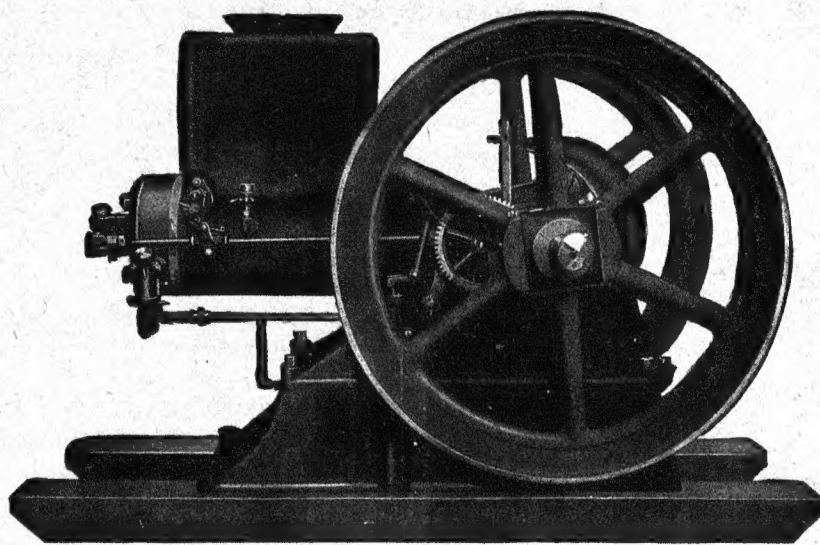
Let us prove to you that you cannot afford to do without a gasoline engine. Buy your engine and power equipment DIRECT FROM US as we can save you, on the purchase price of an engine alone, a difference that will enable you to buy a Wood Saw and Grain Crusher for the prices you have to pay agents. You can test any of these engines at your own work for 30 days before you need pay for it.

**30 Days'
Free Trial**

1½ Horse Power \$42.50

2¼ Horse Power \$57.50

3 Horse Power - \$87.50



**Five Years'
Guarantee**

4½ Horse Power \$130.00

7 Horse Power - \$197.50

8 Horse Power - \$250.00

Shipped Complete and Ready
to Run.

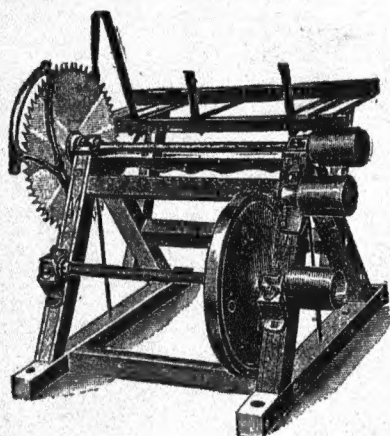
The RIGHT ENGINE at the RIGHT PRICE

All Sizes up to 25 Horse Power,
Stationary and Portable.

THE ENGINE YOU WANT. We know exactly what the farmer's gasoline engine must do, and we have the engine that will do it—perfect in quality, power and construction and so simple that any man can operate it without any difficulty. We offer no makeshifts nor compromises as this engine has been tested in operation with all the leading makes of engines on the market, and the result of these tests enables us to sell you this engine on the thirty days' free trial and five years' guarantee.

Users of gasoline engines are paying from one-third to one-half more than actual value for engines bought through the wasteful out-of-date "agent-and-middleman" method. Never was there a greater opportunity for us to serve our customers than in gasoline engines. Never has there been a better chance for us to demonstrate the practical value of our "factory-to-farm" method of merchandising. WRITE US TODAY FOR CATALOG.

Saw Your Wood A POLE SAW FRAME FOR \$21.00

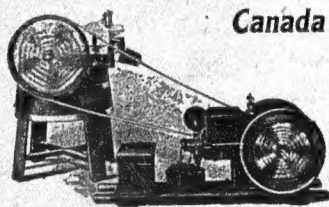


This illustration represents our Pole Saw Frame for sawing cord wood and long poles of every description. Mandrel is 4 ft. 1 in. with 1½ saw arbor, balance wheel 100 lbs., pulleys 5 in. diameter, 6 in. face. This frame will take saws from 20 to 30 inches. It is made of selected hard wood, strongly mortised and bolted and is without doubt one of the strongest and most satisfactory saw frames on the market. The shipping weight of this saw frame is 425 lbs. The following prices include saw blades.

20 in.	\$25.50	26 in.	\$28.50
22 in.	26.50	28 in.	29.50
24 in.	27.50	30 in.	30.50

We can supply the ordinary cord wood saw frame for \$18.00

You can buy any article listed here without a cent in advance as we will ship C.O.D. on receipt of your order



Canada Power Washing Outfit

cuts out the hard work and drudgery of wash day and makes it a pleasure. Outfit complete, including 1½ H.P. engine, belt and power washer, complete with wringer \$65.00. Shipped you on 30

days' free trial to test to your entire satisfaction. We can supply hand washing machines from \$4.00 up. This engine will run the churn, fanning mill, cream separator, grinder and pump as well. Write for free catalog.

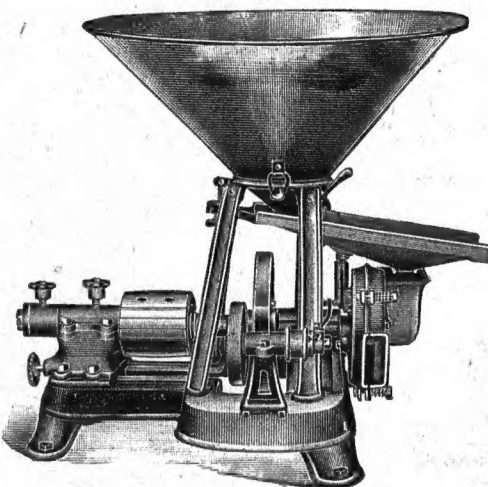
TEAR OFF THIS COUPON and mail today to
C. S. JUDSON CO. LTD., 181 Market St., WINNIPEG, MAN.

Gentlemen,—Send me full particulars of your Gas Engines and power equipments. I need an engine for

(State work you want to do)

NAME.....
ADDRESS.....

Save ¼ of Every Dollar



Every mouthful of unground feed your stock eats means a waste of 25%. Would you let that amount rot in the field unharvested? No? Then grind it on one of our "Monarch" or "Cyclone" grinders, with one of our engines.

Illustration represents our improved "Cyclone" grinder, ball bearing, self oilers, shake screen feed, lever for throwing out of gear when starting, large hopper, low frame, relief springs, reversible burrs, one of the fastest and best grinding mills made. Capacity of grinders depends entirely upon H.P. used,—3 to 6 bushels per hour per horse power being capacity.

7 in. grinder..... \$29.50 10 in. grinder..... \$38.50
8 in. grinder..... 34.50 12 in. grinder..... 47.50
We have grinders in 3 different types and suitable for engines of 1½ H.P. up. Catalog free on request.

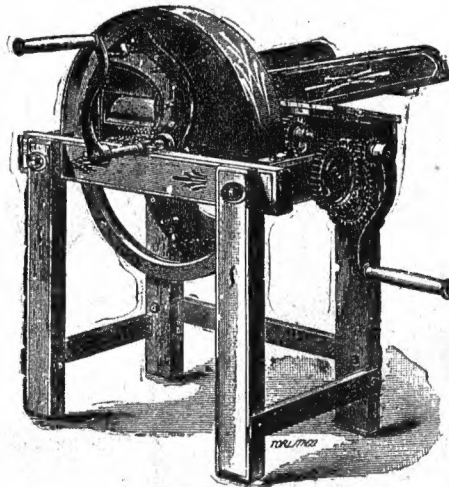
How Much Power Do I Need?

It won't cost you a cent to get an absolutely accurate answer to this or any other question connected with power for the farm. Just write and tell us what work you have for the engine to do, and our engineers will tell you exactly what power you require and how much it will cost you. If a 4½ horse power engine will do your work as well as 7-horse, our engineers will tell you so. Tell us what your needs are. Write to day and let us solve your power problems. We are ready to give you expert advice without one cent of cost to you.

Let our "Handy Boy" engine, 1½ H.P., pump your water: always ready and willing to work: costs only a few cents per day to run and is the greatest labor saver on the farm. Outfit complete, including engine with auxiliary speed pulley for slow running machines, like cream separators, fanning mills: one belt 2 in., and our patent pump jack, only \$50.00.

C. S. JUDSON CO. LTD.
WINNIPEG MANITOBA

Chop Your Feed



Feed Cutters and Blowers

These we have in 3 different styles. This illustration represents the combination hand and power feed-cutter, which is one of the most popular machines on the market as it has tempered tool steel knives, is very light running, makes a clean and perfect cut, cuts 3 different lengths and can be operated by hand or with engines of 2 H.P. and up. Equipped with pulley 12 in. diameter, 4 in. face and 2 hand cranks. Price of machine complete \$26.50. Guaranteed under equal conditions to do more and better work: size for size and to last as long as any other feed-cutter made. Write for special catalog of larger sizes.

Humphrey Green Bone Cutter

This is a very fast cutting and easy running bone cutter and the open hopper allows the bone to drop into the machine without having to cut the bone into small pieces with an axe. Cutters are made of the best tool steel tempered very hard. The No. 1, suitable for hand power, \$16.50. No. 2½, same as illustrated, suitable for hand or power use, \$21.00.

Catalogs of
Pumps,
Harness,
Hardware
sent free on request to your address.